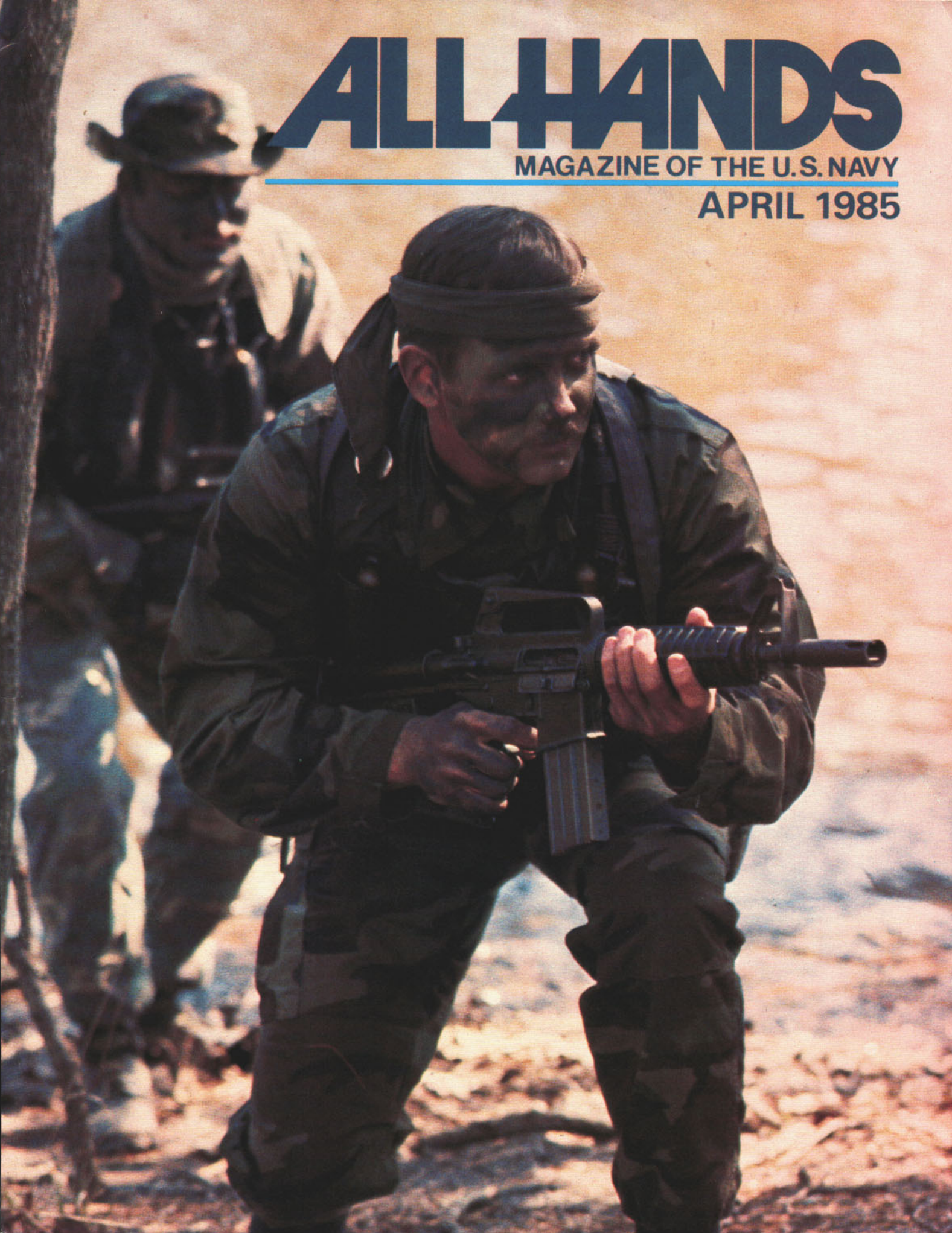


ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1985





Submarine force 85th anniversary, April 1985
Living in a U.S. sub—next issue

ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1985—NUMBER 817

62nd YEAR OF PUBLICATION

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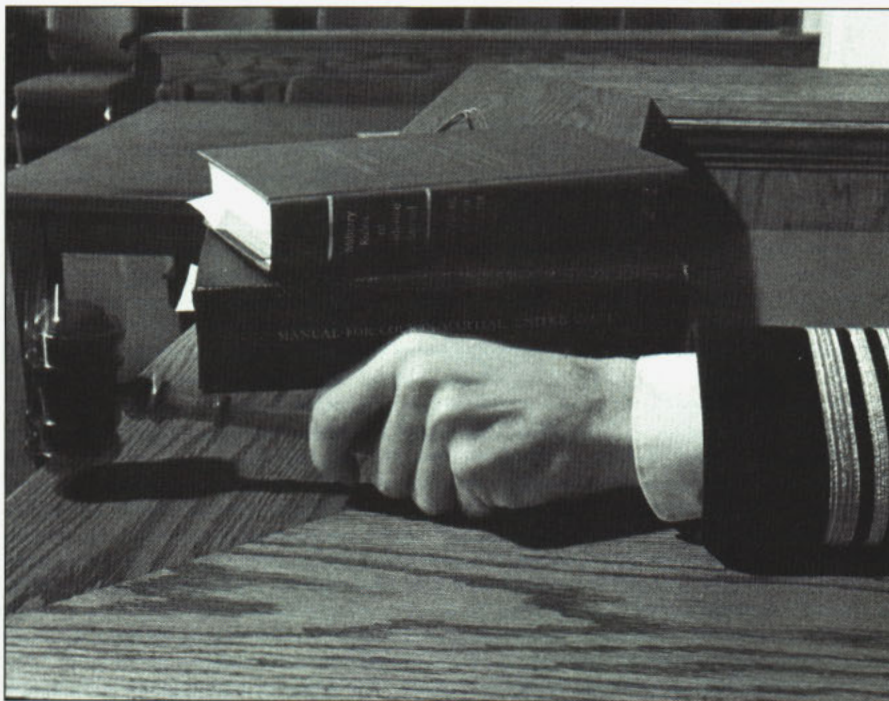


Photo by PH1 Paul Salesi

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Covers

Front: Members of SEAL Team 4, BM1 Mark Blasen, foreground, and PH2 Peter Rogers, participate in a training exercise. Photo by JO1(SS) Peter D. Sundberg.

Inside Front: Bow-on view of the nuclear-powered attack submarine USS *San Francisco* (SSN 711).

Back: Visitors view one of the many exhibits in the Naval Aviation Museum at NAS Pensacola, Fla. Photo by PH2 Paul Erickson.

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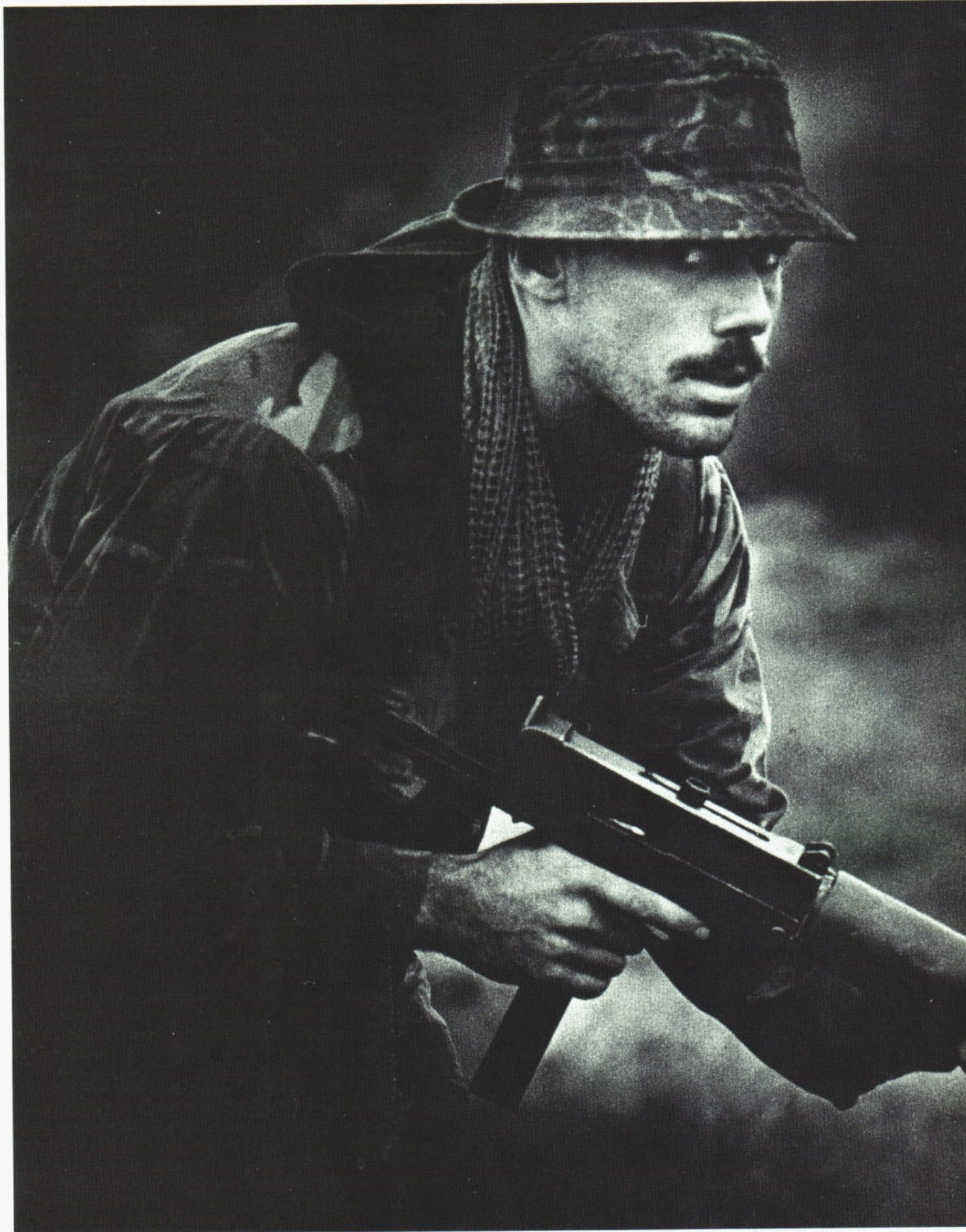
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The Navy SEAL

The ultimate warrior

Story and photos by JO1 (SS) Peter D. Sundberg

A common phrase during the Vietnam War was that "the day belongs to us but 'Charlie' owns the night."

Charlie (the Viet Cong) lost ownership of the night the moment the first Navy SEAL—Sea, Air, Land team—began operating in the lush Vietnamese countryside. The Viet Cong, especially those who occupied the flat Mekong Delta, learned to fear the unpredictable Navy commandos more than any other U.S. weapon employed against them.

Who are these sailors who instill such terror in their enemies, who have been referred to as "men in green faces" and the "ultimate warriors?"

SEALs make up the Navy's special warfare community which has always been low key—almost to the point of secrecy. Their forerunners, the frogmen of the Navy's Underwater Demolition Teams were born of secrecy during World War II.

* * *

On Nov. 20, 1942, tragedy struck during the invasion of the Japanese-held island of Tarawa. Waves of landing craft carrying troops from the 2nd Marine Battalion went aground on a submerged coral reef about 1,500 yards from the beach. As the heavily-laden Marines waded ashore,

hundreds were killed by lethal enemy gunfire and hundreds more drowned.

Military planners recognized that future amphibious invasions would be jeopardized if pre-assault hydrographic information was not obtained and if natural and man-made obstacles near the beaches were not destroyed. The solution was to form units of combat swimmers.

Volunteers, who were experienced swimmers and physically capable, were recruited from the Seabees and Navy/Marine Scouts and Raiders. The team, designated the Navy Combat Demolition Unit (NCDU), was formed and trained in the summer of 1943 at Fort Pierce, Fla.

An intensive physical training program, based on a theory that men are capable of 10 times more physical output than was believed possible, was devised. Demolition was emphasized, and methods to destroy the type of obstacles expected at Normandy were developed. Grueling night operations conducted in the snake- and alligator-infested Florida swamps produced Navymen who were at home with water, mud, exhaustion and hostile beings—human or otherwise.

NCDU men were on Normandy beaches long before D-day. One frogman, retired Navy Capt. Phil H. Bucklew, went ashore at Normandy three times during the six

The Navy SEAL

months preceding the landing. On one such foray, Bucklew, hampered by German sniper fire, brought back a bucket of sand which provided important information to D-day engineers and intelligence analysts.

Navy combat swimmers, armed with K-bar fighting knives and loaded with demolitions, opened the way for the invading allies. Demolition units worked under a virtual hailstorm of bullets and shrapnel; overall, 41 percent of the swimmers involved were lost on that historic day.

D-day survivors took the lessons they learned in France and headed for the Pacific. Most UDT operations occurred in conjunction with the island-hopping campaign then in progress. Sophisticated methods made the UDTs an effective weapon. The methods, though highly developed, still pitted the virtually weaponless swimmers against obstacles and men.

One ex-frogman remembered those swimming raids. He recalled standing waist deep in water, helplessly watching nearby Japanese defenders shoot at his teammates.

"It was pretty demoralizing at times," he said, "but it could be humorous also. Especially when we dropped a few feet underwater and caught the spent Jap slugs in our hands for souvenirs."

From the Normandy operation through the end of the war, UDT losses were only about 1 percent.

The cloak of secrecy surrounding the frogmen lifted after World War II, and the UDT community was reduced in 1946 from 34 to five teams; three on the West Coast, two on the East Coast.

The UDTs were back in action during the Korean War where their operations set the scene for today's SEALs.

In September 1950, Navy swimmers led the amphibious assault at Inchon, South Korea. They charted the harbor, affixed buoys to shallow and submerged obstacles and engaged the enemy at close quarters in his own back yard.

The teams improvised and introduced a number of innovations to the war. In addition to the teams' more traditional mission of reconnaissance and clearance of the area from the 3½ fathom curve to the

high-water mark on a prospective beach, the Navymen conducted night raids against a variety of enemy targets and began employing guerilla tactics behind enemy lines. On one occasion, a detachment of frogmen aided the 41st Royal Marines in hit-and-run strikes against railroad activities along Korea's northeastern coast.

The Korean conflict spawned many new missions for combat swimmers—paramount among them was the evolution of the Navy commando. UDT equipment grew from goggles and boots to sophisticated closed circuit diving rigs; from dynamite to more dependable plastic explosives. They grew into a compact, hard-hitting, highly mobile outfit—and they moved inland.

In January 1962, the Navy's special warfare community was created. Volunteers came from the ranks of the UDTs. SEAL Team 1 on the West Coast and SEAL Team 2 on the East Coast were trained and equipped for unconventional warfare, counter-guerilla and clandestine operations in maritime and riverine areas of the world.

SEALs were capable of destroying enemy shipping and harbor facilities. They could infiltrate behind enemy lines to work with agents and kidnap officials within the hierarchy of an enemy infrastructure. They also could conduct reconnaissance, surveillance and intelligence-gathering operations.

Within a month of commissioning, the first SEALs were operating in Vietnam.

"The name of the game was to go in and capture officials in their own hamlets or homes," said a 30-year SEAL veteran.

"Unfortunately, stories came out of Vietnam that our job was to assassinate people. Capturing them for their information was much more important," said the SEAL. "To go in and just kill somebody. . . well, anyone can do that."

In addition to their combat-related activities, SEALs also aided the civilian populace in civic action missions.

When forced to fight, and usually against greater numbers, SEALs have been known to use a variety of weapons: from crossbows to M-16 rifles, Stoner light machine guns, shotguns, grenade launchers and bare



hands. During the Tet Offensive in 1968, a SEAL platoon liberated a provincial capital owned by the Viet Cong. They proved their versatility by adopting an infantry role and conducting fierce house-to-house fighting.

In spite of the fact that they were supposed to let the main forces do battle against the Viet Cong, some war reports stated that SEAL kill ratios in Vietnam came to 150–200 enemy dead for every SEAL fatality.

The Vietnam-era special warfare community became the most highly decorated naval unit in history. As such, the war, and the press which reported it, created a mystique which continues to surround the teams.

* * *

"We don't have a firm definition of what constitutes a Navy SEAL," said B.D. Smith, commanding officer of SEAL Team 4.

"However, I view the Navy SEAL as a unique individual; a guy who's a little bit out of the ordinary, who wants to do things that other people don't want to do," continued Smith.

"He's physically oriented. He likes to run, workout, shoot, dive, and jump out



of airplanes. He likes challenges. A lot of these guys are pretty independent sorts," Smith confessed. "They're hard chargers who want to go out there and operate."

The making of a SEAL begins at the Basic Underwater Demolition/SEAL school at the Naval Amphibious Base, Coronado, San Diego. It's tough, often fathomless and sometimes seemingly absurd—but it conditions a man to go as far as he possibly can, and then some.

SEAL aspirants must pass a thorough screening before their requests for BUD/S are processed. On the West Coast, screening is handled by Naval Special Warfare Group 1. An East Coast sailor, however, will be screened by Master Chief Storekeeper Dennis Drady, SEAL Team 2. He is the East Coast in-service recruiter for special warfare.

"Right now, a lot of people are getting misinformation about our program. There are too many *stories* about what a SEAL is supposed to be. When I go aboard a ship or naval station, no one really believes I'm a SEAL because of my height," said the 5-foot-3-inch Drady.

He is the first to admit that he often shatters peoples' illusions of the Navy SEAL. He also is proof that BUD/S, coupled with advanced training, can produce



a warrior capable of 10 times the physical output ordinarily believed possible.

"A man's size isn't important," stated the master chief. "The program we sell is hard, however, and we're looking for the best—that means academically, physically, mentally. We're not looking for the superjock. We're looking for the guy we

Top: SEALs ride a motorized rubber raft toward a beach landing. **Above:** Combat swimmers emerge cautiously from the water before going ashore.

The Navy SEAL

can count on when the countin' counts."

A sailor's future in special warfare begins with a physical fitness screening. The test starts with a 300-yard, 7½-minute swim. One of the basic underwater recovery strokes—breast stroke or side-stroke or a combination of both—must be used.

During a 10-minute break, applicants change into physical training clothes—shirts, long trousers and high-top boots. SEAL team hopefuls then must complete 30 sit-ups in two minutes, 30 push-ups in two minutes, and six pull-ups with palms facing outward. A two-minute break is allowed between each exercise.

The final test is a one-mile, 7½-minute run. The run is conducted in long trousers and boots because that is the standard running attire in BUD/S. "No color coordinated, designer jogging togs for these guys," said Drady.

The screening may appear to be an easy test of a man's mettle, but 85 percent of the applicants fail in the swim or pull-up sequence.

Drady cites lack of training for the failures.

"A man might run six miles a day and get good times. Maybe once a month he'll do the swim under 7½ minutes," stated Drady. "The problem these young kids have is that they don't realize that the combination of screening exercises strains different body parts. They don't train for what seems like the easier exercises.

"A man will really put out on the swim, and by the time he gets to the chin-ups, he doesn't have anything left in him. He'll strain himself on the chin-ups, and then he'll fail the run. One thing leads to another."

If an applicant fails the screening, he must wait six months for a re-screening.

Shipbound men often don't have appropriate training facilities and are at a disadvantage. However, Drady remains steadfast to the screening requirements.

"I explain what's expected of the men. I also make it clear that if they don't feel ready, it's no disgrace to step down from the starting blocks," said the veteran SEAL.

"Once they start, they either make it

or they don't. I don't give them one extra second or one less push-up or pull-up."

Drady recommended conditioning-type exercises for those contemplating the physical screening. According to him, the best overall conditioning exercise, especially aboard ships, is skipping rope. In addition, he advised hopefuls to self-test themselves at least three times successfully before they participate in his screening.

Additional requirements are:

- applicants must be 30 years old or less on BUD/S class-convening date;
- must be E-6 or below;
- have a minimum combined GCT/ARI score of 104;
- pass a diving physical;
- pass a pressure and oxygen tolerance test;
- meet minimum performance standards;
- have 36 months obligated service from class-convening date.

When all requirements have been fulfilled, the applicant forwards his package to NMPC 401-D, the special warfare detailee's desk.

"Normally, a man will receive orders to BUD/S within three months of completing his screening and sending his package to Washington," said Drady.

Basic Underwater Demolition/SEAL training is presently a 23-week course. The three-phase training begins with a two-week indoctrination. Students start a routine of long distance running and swimming, and from there they go to Phase I.

Phase I develops the students' mental and physical abilities and pushes them to their limits to test endurance under stress. Students also are taught the use of basic SEAL equipment, how to conduct reconnaissance missions and emergency combat medical aid.

Phase I ends with "hell week." Students' physical, emotional and mental abilities are strenuously tested during a variety of distasteful and adverse situations.

Phase II trains students as combat swimmers. The men become experts with open, semiclosed and closed scuba gear as well as the physics of diving and the



treatment of diving-related medical disorders.

Phase III consists of eight weeks of land warfare operations. Small unit tactics, patrolling, ambush techniques, weapons, explosives and other tactics are taught.

The BUD/S attrition rate is high—50 percent or more fail to graduate. Although the training is physically grueling, failures aren't always because of physical requirements.

"People coming into the program tend to overlook the academic part of the training," said Drady. "Actually, we lose about 20 percent of the overall failure figure due to academics.

"When UDTs were formed, the basic



animal just had to be able to pack a lot of demolitions, swim in, do his job and get back. We've become more sophisticated over the years.

"We're using advanced weaponry, sophisticated electronic systems. Our people have to be able to remember more data such as demolition calculations, velocities, diving medicine and timetables."

Following graduation from BUD/S, novice SEALs attend the Army parachute school at Fort Benning, Ga., or Naval Air Technical Training Center, Lakehurst, N.J. They then go to a SEAL team or a SEAL delivery vehicle team where they continue their training.

New team members are put through

SEAL Tactical Training before assignment to an operational platoon.

According to Cmdr. R.M. Rieve, commanding officer of SEAL Team 2, SEALs have been involved in virtually all hostile incidents in which a U.S.-backed contingency response has been required.

"We're such a small unit that we do well in responding to contingencies," explained Rieve. "We train in the skills that put us there first. We're flexible, mobile and, most importantly, we know each other well."

The special warfare community is undergoing changes, expanding its mission worldwide and increasing in size. In May 1983, the UDTs were decommis-

Above left: After hitting the beach, SEALs immediately begin patrolling. Above: A SEAL strings detonation cord.

sioned and their mission absorbed by SEAL teams. In 1985, SEAL Team 8 will be formed on the East Coast and the present teams will be increasing personnel strengths. BUD/S will have an increase in instructor billets, and there will be a need for qualified people in special warfare.

"For the individual who really wants something that's challenging, different and rewarding," said Drady, "this is the only place to be!" □

Sundberg is assigned to FltAVComLant.

Assignment SEAL: Life on the edge

Story and photos by JO1 (SS) Peter D. Sundberg

The murderous Vietnamese sun beat relentlessly down on Seaman Apprentice Jim Rowland's back as he worked on the ship's hot steel deck. The deck reflected and intensified the 105-degree heat.

The young sailor had spent a year on the converted tank landing ship ferrying Army troops up and down the Mekong Delta. He soon would head back to the real world and hoped he'd never see the brown waters and green jungles of the delta again.

Laughter, mixed with the sound of a high speed outboard engine, caught Rowland's attention.

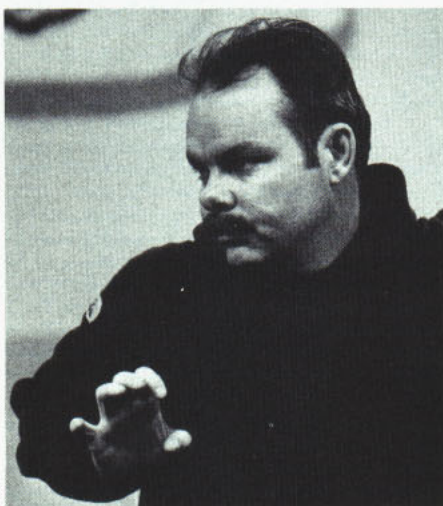
"I saw a SEAL support craft tearing through the water," he recalled. "The SEALs were water skiing and really having a great time. Right then I knew there were better things in the Navy."

Rowland didn't know anything about SEALs, but he found someone who did—a signalman who had been through Basic Underwater Demolition/SEAL training.

Rowland took his screening test, passed and received orders to BUD/S where he underwent some of the most brutal training the military offers anywhere in the world. It's so tough that fewer than half of the volunteers graduate. He made it through BUD/S, but it was no easy task.

"It was a very physical thing," explained Rowland, "but motivation played an important role, also. I'd say it was about 60 percent mental, 40 percent physical." Rowland believes that mental toughness is the main thing in the teams.

"Anybody can go out there and hump rucksacks, do calisthenics and all that," he said, "but can you do it when some-



BMCS Jim Rowland.

one's screaming in your ear all day and continually getting you up in the middle of the night?

"It's easy to quit—you'll be gone the same day because they don't want to keep you around. It's not like you were forced to do it."

Rowland graduated from BUD/S and volunteered for a SEAL team. Half of his classmates were assigned to SEAL teams, the remainder went to an underwater demolition team. UDTs at that time also were operating in Vietnam. They differed from SEAL teams in that they conducted operations from submarines and river patrol boats and were primarily tasked with assisting amphibious operations by conducting reconnaissance and demolition work in the Vietnamese waterways. In many instances, however, they patrolled the hinterland as well as the beaches.

After assignment to SEAL Team 1 at

Coronado, San Diego, Rowland attended a variety of schools which included parachute training, advanced weapons training, intelligence gathering, advanced demolition training and Vietnamese language training.

Rowland was assigned to a platoon of 14 SEALs and sent to Vietnam as part of a direct action team. Only four men in the team were combat veterans, but being rookies didn't worry the green SEALs.

"The instructors who put us through training were all Vietnam vets," said Rowland. "They had so many war stories to tell that by the time we deployed everyone was really psyched up, nothing scared us. You just wanted to get in there and operate. You wanted to prove yourself."

Rowland's platoon proved themselves many times in the 63 combat operations they ran during six months in-country. A mission could last as long as six days, but most were short operations conducted at night. SEALs would leave at dusk, work during the night and return just before dawn. Many missions were ambushes in which SEALs would often crouch all night near suspected avenues of enemy movement.

"Before they came out with the Rules of Engagement, which stated that you couldn't shoot at anyone unless they fired first—a rule I didn't particularly agree with—it was understood that anyone who moved after dark was fair game," said Rowland.

"If you were a local, such as a VN (Vietnamese) farmer, you went home at sundown and stayed there 'til sunup. Only the bad guys worked at night, so we'd set

up ambushes in areas frequented by the VC (Viet Cong)."

SEALs are supposed to carry out their missions without exposing themselves to major engagements; but combat isn't always avoidable.

Rowland was no stranger to combat confrontations and admits that some operations were more interesting than others.

"Our sources knew about a VC weapons center that had been operating deep in the jungle," said Rowland. "They knew about the place for about a year, said it was impregnable, said they could send a full division in there and they'd get their butts waxed!"

"We went in with two platoons and hit it."

After heavy fighting, the SEALs captured the weapons center and discovered that the VC were actually fabricating and building rockets. In addition, they were taking mini-guns recovered from downed helicopters, adapting them to M-1 carbines (.30 caliber) and using the barrels to shoot 7.62 caliber ammunition.

"They had drill presses, generators and everything right there in the jungle."

In late 1970, Rowland was one of 15 SEALs to break into a Viet Cong prisoner of war camp and fight a running battle with camp guards. The Viet Cong retreated, leaving behind 19 Vietnamese prisoners of war and a small amount of weapons and supplies.

"The people we liberated were kept in cages like you'd see in a circus," recalled Rowland. "Some of them had been prisoners for more than four years."

Rowland added that they always hoped they could find American POWs. In fact, two Americans had been in the POW camp the day before the SEALs struck.

"I've got to hand it to the VC in the way they handled American prisoners," explained the SEAL. "By the time we got intelligence on where they were, got our assets lined up and moved on where they were supposed to be, the Americans were gone."

It was later discovered that the Viet Cong would never keep Americans in one place for more than 24 hours—until they moved them north to Hanoi, Vietnam.

Not all operations were successful. Rowland's last patrol almost cost him his life. In fact, he was scheduled for rest and relaxation but elected to participate in one more operation.

Six men of Rowland's team were ordered to return to a previously patrolled operating area. Two helicopter gunships led the way, the SEALs followed on board a "slick" (unarmed helo). Rowland and the team's radioman rode on the skids outside the helo as it skimmed along 500 feet off the ground. Suddenly, gunfire erupted



In Vietnam, SEALs like Rowland wore a camouflage shirt, jeans, a bandana—but no footwear. Jungle mud often sucked their boots from their feet.

from the jungle. The radioman took two rounds in the shoulder and was blown back into the helo.

"If he'd been hit from a different angle he would have been blown off the skid and killed," said Rowland.

The slick raced back to base camp with the wounded man. "We landed, got the radioman temporarily patched up and into an ambulance and picked up another radioman."

In the meantime, the gunships had re-

mained on station and had attacked and killed eight Viet Cong.

"They reported that all firing had stopped, so we went back in," said Rowland.

The SEALs landed, collected the Viet Cong weapons and loaded them aboard the helo. The helos took to the air above the SEALs as they began patrolling.

As point man, Rowland led his men along a dike line that ran between numerous rice paddies.

"We were about 25 meters from another dike when we were ambushed. All hell broke loose," recalled Rowland. "I got hit in the groin and blown back."

Within seconds, four of the six-man element had been wounded. The circling gunships began shooting rockets and miniguns as suppressive fire but the enemy continued to direct a heavy stream of fire at the SEALs position.

Only when Rowland had expended his ammunition did he begin a slow retreat.

"I started crawling back to a dike line behind us when I caught a round in the back," said Rowland. "Then I knew these guys weren't messing around; they were serious. I said, 'The hell with this,' and rolled over into a rice paddy filled with water."

The pinned-down SEALs called the slick and requested extraction.

"The pilot came back on the radio and said, 'I can't come in, I'll get shot down,'" recalled Rowland. "Our assistant officer in charge called back and told the pilot, 'You better come and pick us up, or we'll shoot you down.' Needless to say, the helo came in, loaded us aboard, and we got out of there."

"It seemed like we were on the ground for hours," confessed Rowland. "We later found out that the total elapsed time was only 23 minutes."

That 23 minutes cost Rowland, now a boatswain's mate senior chief, two years of his career when he was discharged from the Navy as a result of his wounds. He later resumed his career after a medical re-evaluation and continues to serve as a SEAL. □

Sundberg is assigned to FltAVComLant.

Navy bands and floats enliven **Mardi Gras**

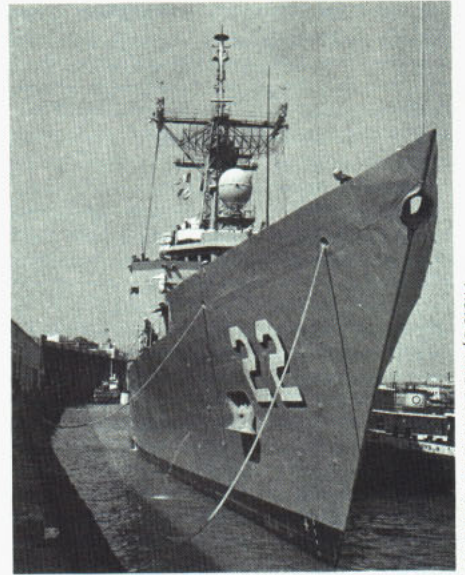


Photo by PN2 Donna Grace Schwerter



Photo by Cmdr. Ron Toth

One of the most spectacular Mardi Gras celebrations seen in New Orleans in many years featured a guided missile frigate visit, two ship floats and more than 100 musicians representing four Navy bands.

According to New Orleans city officials, the celebration—which ended at midnight, Feb. 20—“was one of the biggest and safest in recent years.” Crowd estimates for the total celebration were more than 2 million people.

“New Orleans is always ready to welcome the Navy, and we are most appreciative of their significant participation in our Mardi Gras celebration,” said New Orleans Mayor Ernest N. Morial.

On Feb. 16, USS *Fahrion* (FFG 22), commissioned in 1982, docked at Bien-

ville Wharf for a three-day visit. Hundreds of visitors toured the ship during an open house. A special Dial-A-Sailor phone line was set up for area residents who wanted to show their city to visiting sailors.

In 1983 while deployed to Beirut, Lebanon, in support of the Multinational Peacekeeping Force, *Fahrion* set an endurance record for its class—67 continuous days at sea.

Navy bands from Memphis, Tenn., Charleston, S.C., Great Lakes, Mich., the U.S. Naval Academy, Annapolis, Md., and Naval Support Activity, New Orleans sponsored two floats: MGS (Mardi Gras Ship) *Apollo*, a newly commissioned, scaled-down aircraft carrier, and *Old Ironsides*, a replica of the famous veteran. The

flattop made its maiden voyage down narrow, crowded streets and made 11 deployments during the 12-day Mardi Gras cruise.

According to Musician 1st Class Sam Christ, supervisor of *Apollo*'s construction, the schematics of the 33-foot, 4-inch carrier were made by Beth Smith, wife of band member Musician 3rd Class Leonard Smith.

“We made a few changes from Mrs. Smith's basic design, such as making it wider and a bit longer, with some safety and stability features added as well,” said Christ. “But it's still pretty much the same design as originally drawn up by her.”

The ship was 12 feet across at its widest point and was built on top of the same



Photo by Lt. Cmdr. George Gillett

Above left: USS *Fahrion* (FFG 22) arrives in New Orleans during Mardi Gras 1985. Left: The 4th Marine Air Wing Band marches down Canal Street in a Mardi Gras parade. Above: Navy Band New Orleans plays during one of more than 30 Mardi Gras parades in the “world's longest block party.”

Mardi Gras

flatbed that held the old gazebo float which was "decommissioned" and dismantled after last season.

Three units of Navy Band New Orleans—Steel Band, High Tide and the Show Band—alternated performances aboard the floats during the parade season.

Navy Band Memphis provided two groups: rock band, Atlantis, and country and western band, Country Empire. They rode in the parades aboard a Mississippi River stern-wheeler float.

Navy Band Charleston provided two units: rock band, Pride, and country and western band, Tradition.

Navy Band Great Lakes provided a Dixieland band, and the U.S. Naval Academy Band was the Original Crab Town Stompers. Both bands rode in several parades. □



Photo by Lt. Gary MacDonald

Right: A Navy Mardi Gras float is filmed.

Musicians entertain disabled patients

Story by Cpl. Bill Ridley, USMC

Navy Band Memphis made a trip down the mighty Mississippi to take part in New Orleans' most unique Mardi Gras parade Feb. 14.

The sixth annual Krewe of Charity Hospital at New Orleans' Louisiana Rehabil-

itation Institute hosted the Navy's premier country and western band Country Empire.

Louisiana Rehabilitation Institute's parade, the city's oldest krewe for physically disabled adults, is held each year to allow physically disabled patients an opportu-

nity to participate in New Orleans' greatest annual tradition.

Musician 1st Class George Uterhardt explained the Memphis sailors' involvement.

"During our 12-day stay in New Orleans, we played in about 15 parades. This parade is a highlight for us because of its small size and the enthusiasm of the handicapped people involved in it."

The parade route circled the hospital as participants threw plastic beads and doubloons into the crowd.

Hospital patients and staff were dressed in costumes and "rolled" on special floats made of decorated wheelchairs and stretchers.

This year marked Navy Band Memphis' first participation in the hospital's parade. The five-piece country band rode on a float designed as a riverboat, which band members built themselves. □



Hafner, Weiner named top 1984 recruiters



Lt. Edward Hafner



SM1 Michael Weiner

Lt. Edward J. Hafner has been named the Navy's Officer Recruiter of the Year 1984 for a second year in a row for his work in Harrisburg, Pa.

Signalman 1st Class Michael J. Weiner was named the Navy's Enlisted Recruiter of the Year 1984 for his efforts in New Jersey. Both men are from Navy Recruiting Command Area 1, where Weiner was the area's top enlisted recruiter in 1983.

Navy Recruiting District Jacksonville, Fla., ranked first among all recruiting districts in the nation in meeting and exceeding its recruiting goals, with NRD Denver close behind. San Francisco won top honors among the nation's six largest recruiting districts.

Other recruiters honored for outstanding achievement in fiscal year 1984 in the Navy Recruiting Command's annual Recruiter of the Year officer recruitment program were Lt. Richard Page, NRD Min-

neapolis; Lt. Bruce Kimmick, NRD Denver; Chief Navy Counselor Michael Daniels, NRD Jacksonville; Lt. Earl Thomson, NRD Seattle; and Lt. Cmdr. Terry Green, NRD Louisville, Ky.

Honored for outstanding achievement in the enlisted recruitment program were Chief Boatswain's Mate Fred Ledbetter, NRD Denver; Navy Counselor 1st Class Mark Whalls, NRD Indianapolis; Aircrew Survival Equipmentman 2nd Class Roger Haefner, NRD Chicago; Chief Electrician's Mate Manuel DeLeon, NRD San Diego; and Machine Repairman 1st Class Jon Saunders, NRD Jacksonville.

Hafner recruited 160 officers in less than three years. In 1984, he signed up 41 officers, despite tougher standards. Weiner averaged more than 76 enlistments a year during the past three years, and was on the Commander Navy Recruiting Command Honor Roll for 16 months. □

Training the Navy's legal community

It's a small courtroom, and its near-perfect condition testifies to its newness.

The only thing on the walls is a fresh coat of white paint. Marbled white floor tile—the type one expects to find in a formal institution—reflects the room's soft fluorescent lighting. The chamber's polished hardwood fixtures lend a distinct air of authority.

Lt.j.g. Marc Laverdiere pushes his chair away from the defense table, rises to his feet and surveys the quiet surroundings.

Sitting at the table directly to Laverdiere's right, a boyish-faced Marine first lieutenant—playing the role of trial counsel—scribbles seemingly illegible notes on a long, yellow legal pad.

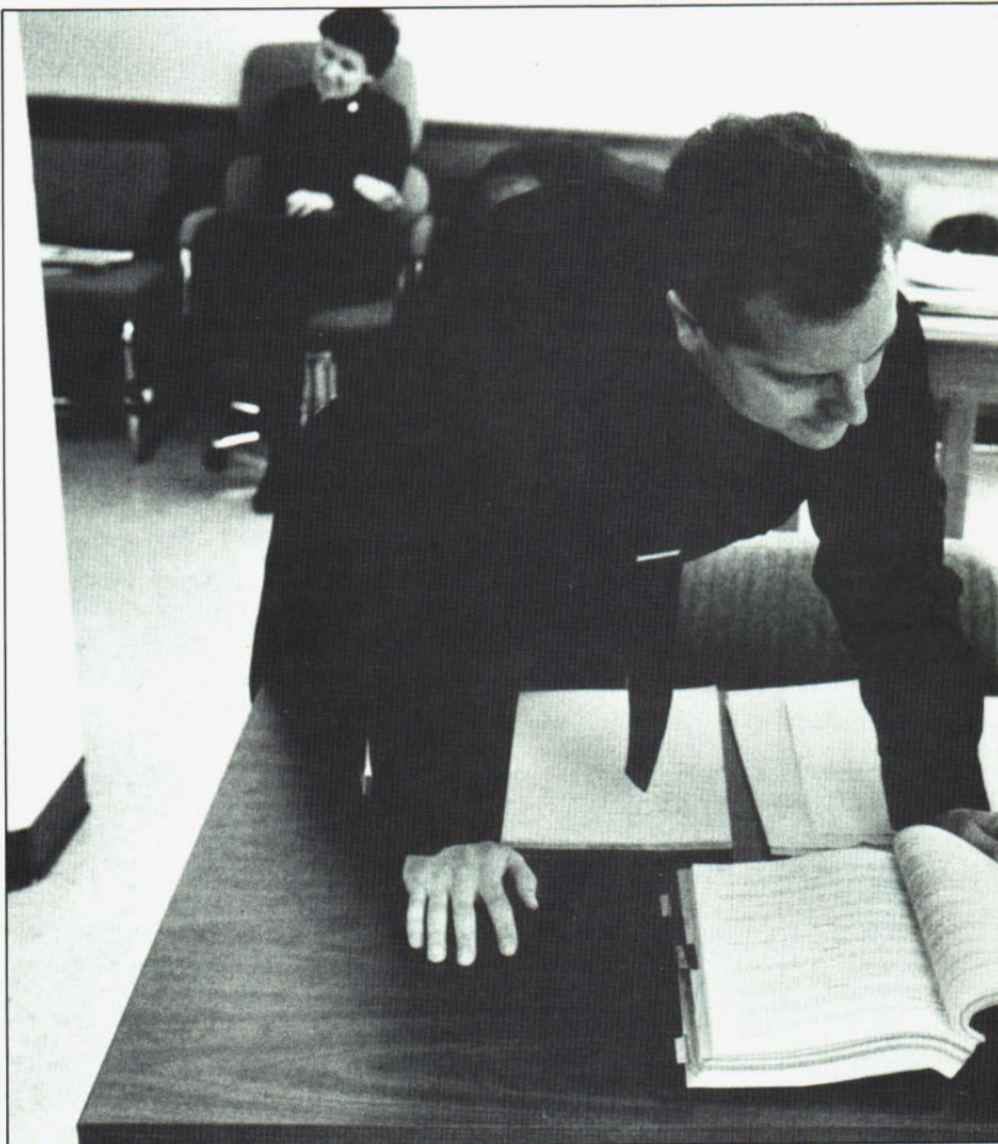
Directly across from Laverdiere and his opponent, four prospective members of the jury trial board wait to be questioned. Their outward appearances conceal the fact that each harbors vital information.

Behind an oak railing separating the spectators from the courtroom-proper, a half dozen or so people quietly observe the proceedings. A few take notes.

This could be any courtroom, anywhere, but it isn't.

It is a mock courtroom in the Naval Justice School at Newport, R.I.—principal training ground for the Navy's legal community. From this school, the Navy harvests its crop of legal professionals.

Lt.j.g. Marc Laverdiere (right) checks his notes before addressing members of the court (opposite page).





Naval Justice School courses

Senior officer course—This is one of the school's most popular courses. It prepares commanding officers and executive officers to handle legal affairs at the command level. The one-week session covers non-judicial punishment, courts-martial, search and seizure, administrative discharges and relations with civilian authorities. Traveling instructor teams also teach the course at most major Navy and Marine Corps facilities.

Legal officer course—This course prepares junior Navy and Marine Corps officers for duty as legal officers, a billet unique to the sea services. Many small commands do not have full time judge advocates. Legal officers—commissioned officers without law degrees—are used to fill this gap. During a five-week course, these officers learn the basic administration of military justice.

Lawyer course—This course trains Navy and Marine Corps officers with law degrees to become judge advocates. The nine-week course stresses development of advocacy skills and prepares new judge advocates to be counsels at special and general courts-martial. The course concludes with a series of mock trials during which the students practice courtroom skills.

Legal clerk course—This course trains enlisted people to serve as legal yeomen or legal clerks. The 12-day course covers the

preparation of report chits, service record entries relating to disciplinary infractions and other administrative matters.

Legalman course—This nine-week course provides paralegal and electronic court reporting training for petty officers selected for conversion to the legalman rating. The curriculum also includes training in the military justice system, administrative and civil law matters, legal assistance and legal research.

Reserve legalman course—A two-week course offered each summer to members of the inactive reserve who are in an in-training status for the legalman rating. Through this three-phase course, reservists can complete the required training for the legalman rating in a four-year period.

Military judges course—A three-week course offered once each summer to train active duty judge advocates to serve as special and general courts-martial military judges. The course provides training in military criminal procedure, rules of evidence and military criminal law.

Senior legalman course—A two-week course offered each fall to the enlisted leaders of the legalman rating. The course includes training in the budget process, leadership techniques, and the JAG corps' management information system.



Naval Justice School



Capt. Dennis McCoy (above) explains the importance of the justice school's mock courtrooms (center). Laverdiere (far right) carefully weighs responses to his questions during "voir dire."

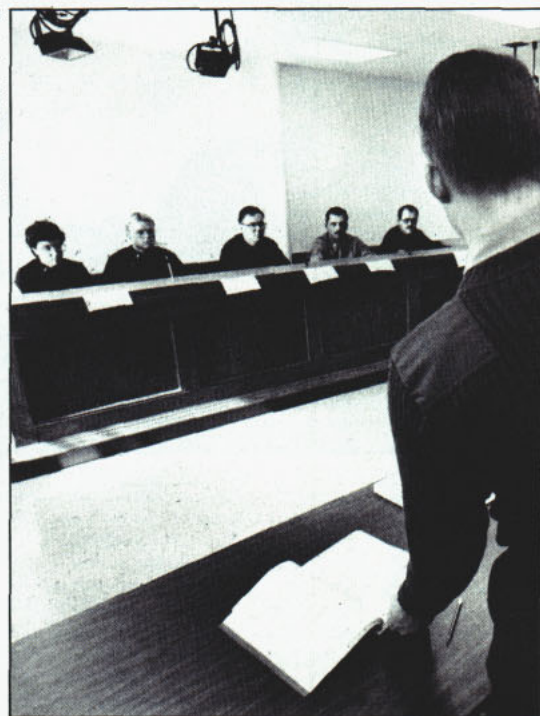
As late as last year, justice school students learned military law in a wood-frame World War II building. For three decades, clanging radiators, a temperamental furnace and exposed beams were part of the classroom environment in the old building known as "Splinterville."

Today, the school is housed in former enlisted barracks within a stone's throw of scenic Narragansett Bay. A \$1.5 million rehabilitation project transformed bedrooms into modernized classrooms and provided students with a learning facility in step with the times.

Classrooms are equipped with state-of-the-art audiovisual systems and full color video recording capability. Mock courtrooms give students in the lawyer course a realistic place to hone their skills.

Back in the mock courtroom, the rustle of Laverdiere's papers breaks the silence as the defense counsel gathers his notes and his thoughts and moves to the podium. His client is charged with theft. This is the *voir dire* phase of the trial—the at-

Photo by PH1 Paul Saleasi



torney's chance to question the jurors and ensure their competence to sit as members of the court.

Laverdiere knows that some court cases are decided on an attorney's ability to carefully probe the court members and ferret out possible bias or prejudice. He glances at his notes, then turns his attention to the jury box.

At the far right of the courtroom, the military judge—an instructor—leans forward in his seat and rests both his arms on the solid oak bench. From his vantage point, he can see everything in the room.

Laverdiere begins his questioning—one small part of his training as a military lawyer and just one facet of the curriculum offered at the justice school.

Last year, more than 4,000 students received basic, specialized and refresher training through the school's seven courses.

In addition to training lawyers, 16 officer and six enlisted instructors prepare legal officers, military judges and senior officers for their various roles in the military justice system. Enlisted students learn the skills of legalmen, legal clerks and reserve legalmen.

What these students of military law learn

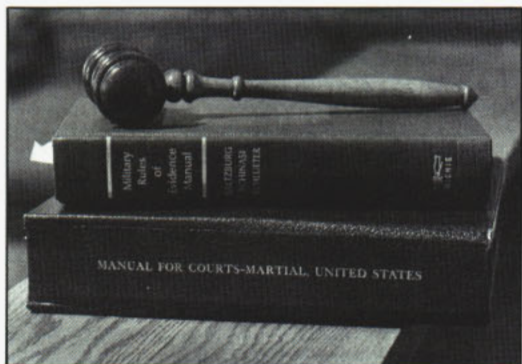


Photo by P-1 Paul Salese



and how well they learn it at the justice school has a direct effect on the quality of military justice throughout the Navy.

Of the school's varied curriculums, however, the training of the Navy and Marine Corps lawyers—members of the Judge Advocate General corps—is a major one. Men and women who have already completed college and law school devote another nine weeks to learning the law from a military standpoint.

The Naval Justice School helps young attorneys make their transition between classroom theory and the practical reality of military law. Mock courtroom exercises are invaluable.

As Laverdiere gives his presentation, the judge listens intently—not only to what

the defense lawyer says, but to how he says it. After a few minutes, the judge looks up from his notes and renders judgment in the form of a comment.

"From the moment you start your opening statement, you're trying to get them (the jury) on your side," he says to everyone in the room. "You have to use eye contact, personality, demeanor, adaptability and whatever else it takes. . .and remember to get the question of 'beyond a reasonable doubt' in early."

His comments are not intended as criticism, but rather as helpful information coming from a teacher. Whatever his students don't already know about courtroom procedure, they must learn at the school. Soon, most of the attorneys in this mock



Photo by PH1 Paul Salesi

When not in the classroom, justice school students (above) are often found wading through volumes of law material.

courtroom will stand before real military judges and defend or prosecute real clients.

The Navy can't afford the luxury of giving its new attorneys a long break-in period, so only top notch law school graduates are accepted into the JAG corps. According to one instructor, there are so many cases in the pipeline that the Navy has to have quality people who can get right out there and help clear the dockets.

"A commanding officer of an aircraft carrier can spend up to 25 percent of his time dealing with discipline problems," said Capt. Dennis McCoy, commanding officer of the justice school. "The purpose of the justice school is to train people to help alleviate that burden so the 'skipper' can concentrate his attention on keeping the ship ready to fight."

* * *

The morning after his day in court Laverdiere sits on one of the cushioned benches outside his next class. The passageway's new carpeting muffles the footsteps of passers-by. Laverdiere speaks in a tone suitable for a library—soft, but clear; audible, yet not distracting. What he says highlights the importance of the justice school.

"Lawyers graduate from law school, but they're just not prepared to deal with

the practical side of the law.

"Sure, we can spout off the law to you, and we know why laws are promulgated and how they affect certain economic groups in the country. But to sit down and have a client come in, fill out all the paperwork and take a case from day one right through the appeals process. . . most lawyers don't know how to do that when they get out of law school.

"Sometimes people get out of law school and still don't know where the front door of a courtroom is or what a courtroom may even look like," says Laver-

Legalman: The

"We're not yeomen, we're legalmen. Think of us in the same way you think of a paramedic. He's the right arm of the doctor. Paralegals are the right arm of the lawyer."

That's how Master Chief Legalman Charles W. Diggs describes his rating. From his position as head of the paralegal division and command master chief at the Naval Justice School, he is quick to add that "most legalmen have more courtroom time than most lawyers."

Just what is this rating about and who are the people in it? According to Diggs, legalmen are dedicated professionals who work with legal officers or judge advocates to provide better services to the fleet.

The legalmen rating was established in 1972 as a means of improving overall legal services in the Navy. It is a conversion-only rating, open to Navy people in other ratings who qualify for advancement to second class petty officer and above. Because of the need for strong administrative skills in the legalman rating, most conversions are from the yeoman community.

In the early years, legalmen served primarily as court reporters. Today, their responsibilities have expanded to that of paralegals.

"I think the thought behind the paralegal program is to relieve attorneys of some of their responsibilities in order to free

diere, a half smile crossing his face. "Here they show us the front door of the courtroom, where to stand and everything else."

Last fall, Laverdiere found out firsthand just how much law school didn't teach him. He served an internship at a naval legal service office without first attending naval justice school. He is convinced that going through justice school first would have been a blessing.

"A lot of things that I had to do, I learned the hard way because I just didn't have enough exposure to military law," he says. "Had I come here first, I would

have had an easier time. Instead, I spent a lot of time after-hours researching simple issues that I should have known."

Laverdiere now feels better prepared to return to the fleet. He knows he will get a lot of trial practice in his first few years of service. He also knows that as a member of the JAG corps he will be called upon to prosecute ardently for the government in one case and to feverishly defend a client in another.

It is that challenge that brings Laverdiere and so many other attorneys into the Navy.

"If I had gone to work for a firm in Boston, they probably would have stuck me in the back of a law library for the first couple of years. I would have been doing a lot of research—the same type of stuff that I was doing in law school," he says before excusing himself and returning to class. "In the Navy, I get to go to a legal services office. Chances are that I'll be in court within a couple of weeks. If you're interested in trial work, this is lawyer heaven." □

—Story by JO1(SW) E. Foster-Simeon

—Photos by PH2 Perry E. Thorsvik

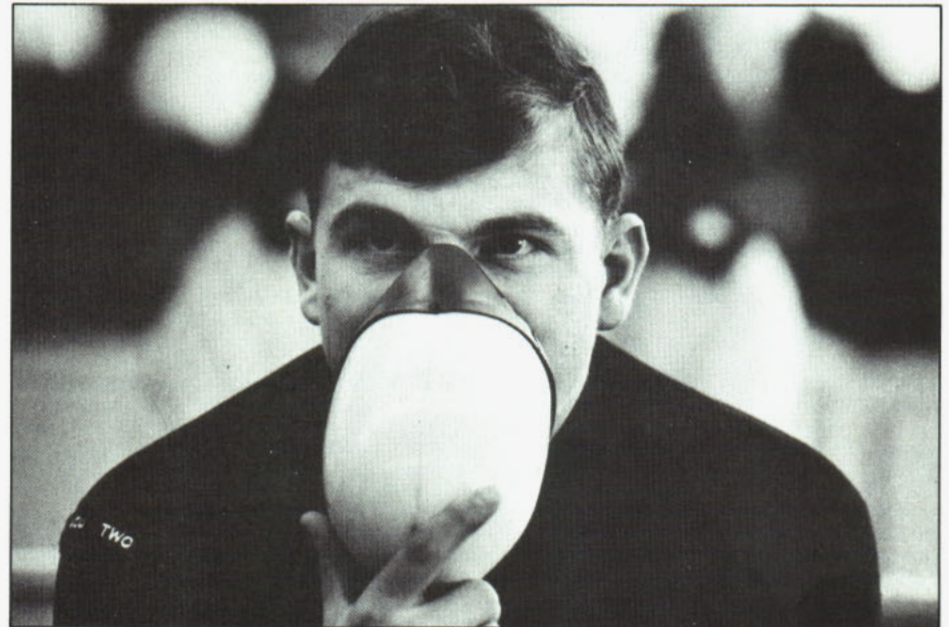
lawyer's right arm

them up so they can do more important things. Whether it's in a criminal proceeding or legal assistance, we can take some of the burden off the lawyers by doing some of the routing stuff for them," said Legalman 2nd Class Jay Miner.

"We're halfway between an attorney—who's in a position to dispense legal advice—and someone who is a secretary. We're not authorized to act as attorneys, but a paralegal is someone who works under the supervision of an attorney, doing, in a lot of cases, exactly the same things an attorney would do."

In some cases, paralegals have as much, if not more, responsibility as an attorney. Judge advocates sometimes base their cases on information provided by a paralegal. "If there's an issue at hand and the attorney wants you to research it, the case law that you find and present to him is probably going to determine what argument he makes on that issue in court," said Miner. A judge advocate's success in court may depend on the homework that a legalman has done out of court.

Under a new policy, some legalmen are given a wider range of responsibilities. Seasoned legalmen are being assigned to independent duty at commands that do not rate a judge advocate. These independent duty legalmen are assuming many responsibilities formerly in the domain of



collateral duty legal officers.

The Naval Justice School is keeping pace with new demands placed on the rating. Students graduating from the legalman course are well-versed in the military justice system, administrative and civil law matters, electronic court reporting, legal research and related paralegal techniques.

There are less than 500 people in the legalman community, but the independent duty program is expected to lead to substantial growth in the rating's size. What kind of person makes a good legalman?

"It takes a person with an interest in the law—preferably someone with a love for the law," said Senior Chief Legalman

A student in the legalman course uses a closed microphone reporting system to document court proceedings.

Mike Michaels, an instructor for the legalman course. "If a person comes in with an 'it's close enough for government work' attitude, that's not good enough for us."

For those who are interested in the law, the legalman community is the place to be.

"I wouldn't recommend it for someone who's not fascinated with the law and criminal procedure," said Miner. "So far, my experience with the law has been endlessly fascinating. No two days are alike. No two cases are alike." □





Naval Aviation Museum

Triple A-rated tour

Story by JO1 Wes Pederson
Photos by PH2 Paul Erickson

Enter the foyer and look to your right. Preserved under glass hangs a 1- by 3-inch sun bleached piece of white cloth.

Now look to your left. There, also preserved under glass, is a 1- by 3-inch gold colored, metallic set of wings.

Their relationship?

The seemingly insignificant piece of cloth helped cover a crude aircraft that flew 120 feet in 12 seconds. The time was

Left: This NC-4 flying boat made the first flight across the Atlantic Ocean in May 1919. **Below:** Aircraft on display often bear the emblems of quality workmanship.



Museum

Dec. 17, 1903. The place was Kill Devil Hill, Kitty Hawk, N.C. The pilot was Orville Wright.

The thin, metallic-gold wings were worn by the pilot of an aircraft that flew into space for two days. The time was April 12, 1981. The place was Cape Canaveral, Fla. The pilot was Navy Capt. Bob Crippen of the space shuttle *Columbia*.

Between the two is the 70-year history of United States Naval Aviation, displayed in the aircraft, engines, models, and photographs that tell a story at the United States Naval Aviation Museum, NAS Pensacola, Fla.

* * *

A gray-haired woman leaned on the rail of the second story mezzanine, viewing the 20-some aircraft on display below. She turned to her husband and said, "Mind boggling, isn't it?" Her husband nodded slowly and said, "You 'betcha."

A janitor ("Just call me George") stopped his floor buffer long enough to say, "Sure we work hard. But it's one of the best looking museums in the world, if you ask me."

Another couple was overheard as they left at closing time. "What d'ya think? Come back tomorrow?" She replied, "We've got to. I only saw half of what I wanted."

According to retired Navy Capt. Grover Walker, the director, the museum has nearly 150 aircraft, half of them in display condition. "We are constantly on the phone trying to 'wheel and deal' for the aircraft we need to fully tell the story of naval aviation."

Established Dec. 14, 1962, by the secretary of the Navy, the Naval Aviation Museum opened to the public in the spring of 1963 in an old 8,500 square foot World War II building. Today, it is the third largest aviation museum in the country, encompassing nearly 100,000 square feet.

Jim Curray, the museum's photographer and graphic artist, claims, "The museum is where it's at today because of one man—Captain Walker."

Walker disagrees.

"The man who really started this mu-



seum was the late Admiral (Arthur W.) Radford. He realized that the Navy couldn't justify the monies needed to build an impressive and deserving museum. In 1966, he formed the Naval Aviation Museum Association (now Foundation) made up of friends and acquaintances to raise money to build the museum."

The association turned the current building over to the Navy, debt free, April 13, 1975. Now it is a tenant shore activity of the naval air station. Its mission: "To select, collect, preserve, and display appropriate memorabilia representative of the development, growth, and historic heritage of United States Naval Aviation."

As a retired naval aviator, Walker has more than a passing interest in the museum. At least three of the planes he once flew are on the main floor exhibit.

"I started out flying the SBD *Dauntless*," said Walker in his quiet voice, "then





Clockwise from left: The central display in the museum bridges the decades of naval aviation history. Insignias of old squadrons decorate many aircraft. AM2 Nathaniel Moore, stationed at NAS Pensacola, and his wife look over a 1952 axial-flow gas turbine engine. The immaculately restored World War II aircraft are favorites at the museum. Aircraft not on display are stored behind the museum where they await their turn to be shown.



flew the *Corsairs*, and ended up with the F-4 jets."

Walker's 26-year naval career has been beneficial to him in his 15-year tenure as director of the museum. "Many times, someone I have worked with, or who worked for me, has called me and said, 'Say, I've got this old aircraft just sitting here. You interested?'"

Or Walker will get a call from someone "... Let's say from somewhere in Arizona. A grandfather just passed away and left some memorabilia from the time he was a naval aviator in World War I." Walker then will phone the commanding or executive officer of the nearest naval air station and ask if they could get that material. "On almost every occasion," said Walker, "They'll go out there on their own time and send us the material. It's great! The community and the Navy have been excellent supporters of the museum."

When Walker took over as director, the museum had 20 aircraft. Today, there are more than 30 within the museum and more than 40 sitting outside the museum. Unknown to most visitors are the three hangars crammed with aircraft—often wingless—waiting to be displayed. In one hangar, shelves upon shelves are filled with aviation squadron log books, many dating from the early 1920s.

One flight log shows 10 entries in October 1943, each representing a flight. It is the log of Capt. T.E. Pyle. Lt.j.g. Rutherford is listed as co-pilot. The plane was a PBY. "October 15. Hit heavy Jap Cruiser . . . torpedo run." "October 19. Bombed Jap DD."

In another hangar shared with pigeons and cats are 30 aircraft. Painted below the cockpit window of one jet place is "Lt. Wes McDonald."

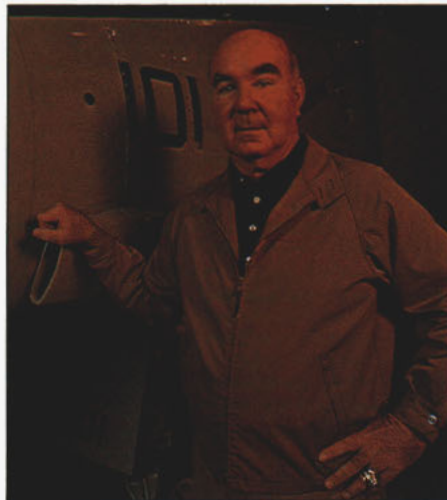
The men whose names are printed beneath the cockpits may not have flown that particular plane, according to Walker, but they flew the same type of plane. Thus "Maj. Gregory Boyington" appears on a World War II *Corsair*.

With three hangars filled with potential display aircraft, and more than 40 planes sitting outside the museum in a 20-acre

field, the need and desire to continue building the museum are apparent.

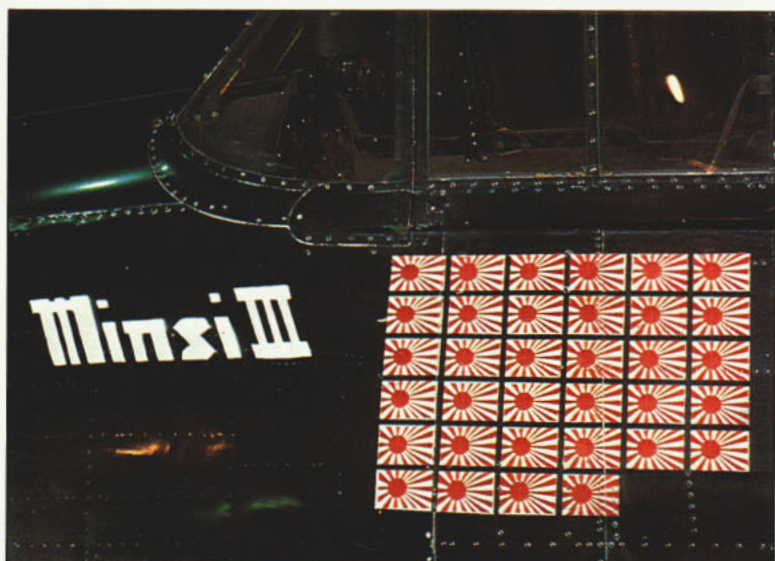
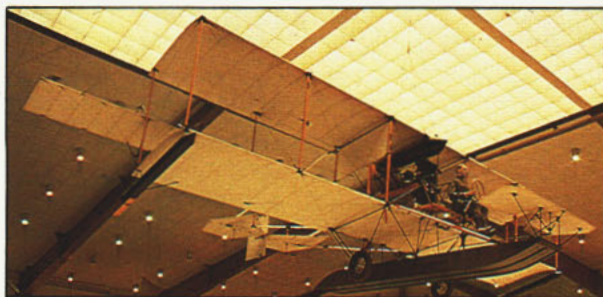
"You are looking at Phases One and Two of a proposed five-phase project," said Walker. At the end of Phase Five, there will be more than 400,000 square feet of enclosed space to house more than half the museum's inventory.

Walker now is making plans for the next two exhibits. The first is the history of naval involvement in space; the next is the history of naval air photography, told through photographs and equipment displays. In the meantime, the United States Naval Air Foundation is raising money for the next phase of construction. Once built, it will be turned over to the Navy.





Clockwise from below: A replica of the first aircraft purchased by the Navy is suspended from the ceiling. "Que Sera Sera" was the first plane to land at the South Pole. Markings on the sides of some aircraft are testament to the deadly effectiveness of U.S. naval aircraft and pilots. A "Jenny" model displays its internal structure. A Pratt and Whitney insignia represents dependable engines. Museum director Capt. Grover Walker flew the SBD Dauntless, F-4U Corsair, A-4, and F-4 Phantom.



There are five areas of the museum open to visitors:

- the main display area chronicles naval aviation from the Wright Brothers through World Wars I and II, Korea, Vietnam, to present day;
- the right wing covers Coast Guard Aviation and balloon (airships) history;
- the left wing displays aircraft motors from a Curtiss "8-banger" to an F-4 jet engine;
- the upper right mezzanine shows accomplishments and history of aircraft carriers; and
- the upper left mezzanine honors the men and women who contributed to naval aviation, from Medal of Honor recipients to benefactors of the museum.

The Naval Air Museum is a cornucopia for the trivia buff. Where else can one find that the top U.S. Navy/Marine Corps aviator is Lt. Theodore "Spuds" Ellyson; that Cmdr. David S. McCampbell is the Navy and Marine Corps leading fighter ace, having shot down 34 enemy aircraft; or that a Cessna 0-1 named "Bird Dog" was probably the only civilian aircraft to land on a carrier? It was piloted by a South Vietnamese Air Force major, accompanied by his wife and five children, when it landed aboard USS *Midway* (CV 41) April 30, 1975, during the evacuation of South Vietnam.

Where else can one discover that Lt. j.g. David S. Ingalls, USNR, was the first naval aviator fighter ace? How many people know that a Navy aircraft, NC-4, was the first plane to make a trans-Atlantic flight eight years before Charles Lindbergh made his famous solo flight in May 1927?

In the center of museum, on loan from the Smithsonian Institution, is the Skylab Command Module. Its importance to the Naval Aviation Museum is found in one of the museum's pamphlets:

"On May 14, 1973, Skylab, the nation's first space station, was launched from Kennedy Space Center. Only 63 seconds after its liftoff, the 85-ton craft suffered crippling damage.

"This Command Module, with its all-Navy crew of Captains Charles 'Pete' Conrad, Joseph Kerwin, and Paul Weitz, was scheduled to go on the following day.

However, it was delayed 10 days while NASA engineers, working around the clock, improvised tools and materials for the astronauts to use in repairing *Skylab*.

"Then came a 7½-hour chase through space in this vehicle to link up with the laboratory orbiting 234 nautical miles above the earth. The astronauts were finally successful in repairing the crippled laboratory, and it became habitable for them to continue their experiments.

"The astronauts, after completing their work, rode this command module back to earth 28 days later."

Most displays—including the 50 plus aircraft motors and jet engines—are conveniently explained by placards placed in front of each. But few visitors know of the history of the aircraft outside the main museum, the ones awaiting renovation.

Two such planes are the *Que Sera Sera*, the first aircraft to land at the South Pole—

Oct. 31, 1956—and the blue *Truculent Turtle*, which holds the world record for non-stop flight (propeller), from Perth, Australia, to Columbus, Ohio. The *Turtle* flew 11,236 miles in 55 hours, 15 minutes in October 1946.

A lot of history is offered between the sun bleached piece of white cloth from 1903 and the metallic-gold wings from 1981. Walker is quick to show visitors the latest "Triple A" guide to Florida attractions, and with good reason. The museum is listed as one of the top 40 "Diamond" attractions, and the only one listed west of Tallahassee.

In less than 70 years, America went from horseless carriages to space travel. It is mind boggling. □

Pederson and Erickson are assigned to FltAVComLant.

The Navy Flyer's Creed

A .45 caliber pistol hangs from his right hip. The stub of a cigarette glows in his left hand. The collar of his flight jacket protects his neck from a cold breeze. His eyes search the sky in deliberation. His head is slightly cocked, listening for the

sound of returning planes. He is a combat-weary, World War II naval aviator. He is a 6 foot bronze statue on the upper mezzanine of the Naval Aviation Museum.

Engraved on a plaque beneath his feet is "A Navy Flyer's Creed:"

I am a United States Navy Flyer.

My countrymen built the best airplane in the world and entrusted it to me. They trained me to fly it. I will use it to the absolute limit of my power. With my fellow pilots, air crews, and deck crews, my plane and I will do anything necessary to carry out our tremendous responsibilities. I will always remember we are part of an unbeatable team—the United States Navy.

When the going is fast and rough, I will not falter. I will be uncompromising in every blow I strike. I will be humble in victory.

I am a United States Navy flyer. I have dedicated myself to my country, with its many millions of all races, colors, and creeds. They and their ways of life are worthy of my greatest protective effort.

I ask the help of God in making that effort great enough.

(This memorial to Navy aviators was presented to the museum by the Greater Chicago Area Naval Aviators.)

Rebirth of a warrior

Story by Lt. Janice M. Bellucci

A seasoned Navy warrior has found a new home and a new life. After 26 years of combat service in seas throughout the world, USS *Barry* (DD 933) is settled peacefully at the Washington, D.C., Navy Yard as a permanent "visit" ship.

The decommissioned destroyer still boasts two 5-inch, 54-caliber guns and an anti-submarine rocket launcher. But instead of a crew of combat-ready sailors, those aboard the ship these days are mostly curious tourists.

The transition from combat ship to floating museum began more than a year ago for *Barry*. The vessel was taken out of "mothballs" at the Philadelphia Naval Shipyard and towed to Washington, D.C.

Members of reserve shipboard intermediate maintenance activity units from Baltimore and Philadelphia made the ship suitable for visitors. Without the benefit of heat, air conditioning, or running water, they fixed the ship's weathered decks, refurbished the existing heads to accommodate civilians of both sexes, and replaced several of the ship's narrow, steep ladders.

The activity sailors were followed by reservists from USS *Farragut* (DDG 37), who rewired the ship's elaborate electrical system and installed plexiglass in areas of the ship with sensitive equipment, such as the combat information center.

Cmdr. Dan Felger, officer-in-charge of *Barry*, credits the reservists with the ship's rehabilitation being completed a year ahead of schedule. "We couldn't have opened the ship to the public as early as we did without them," Felger said.

With its fresh paint and clean canvas rigging, *Barry* makes a graceful picture on the placid Anacostia River at the historic Navy Yard. The ship is open to the public daily from 10 a.m. to 5 p.m. in conjunction with the Washington Navy Yard Memorial Museum, about 100 yards away. *Barry* is also used for ceremonial



purposes by the Naval District Washington.

The ship is manned and maintained by active duty personnel, augmented by Sea Cadets based at the Navy Yard, who guide tourists through the ship.

Visitors can get a close look at the rocket launcher, forward and after guns, torpedo tube mount, and 26-foot motor whaleboat. They can walk the main deck, from fore-castle to fantail, and climb to the bridge to inspect the helm, engine order telegraph, and chart deck. Former crew mem-

bers who served aboard *Barry* in the waters off Vietnam and Cuba were among its first visitors.

Barry took part in the quarantine of Cuba by U.S. ships in 1962 during the so-called "missile crisis." Four years later the ship supported "Operation Double Eagle" in the Mekong Delta, the largest amphibious landing since the Inchon landing in Korea. The ship earned two battle stars for its actions in Vietnam.

Barry, in 1966, was the first ship to fire a conventional gun using a digital computer, the MK 86 Mod O Gun Fire Control System. An anti-submarine rocket launcher and a variable depth sonar were installed a year later.

Barry is the third destroyer of the *Forrest Sherman* class and is named for Commodore John Barry, a Revolutionary War naval hero. It was launched Oct. 1, 1955, at Bath, Maine. The "tin can" was decommissioned Nov. 5, 1982.

Lt. Bellucci served with NR NIRA Det 206, Washington, D.C.



Photos by PH3 Dennis Ellis

Navy basketball

Best in 25 years

Photos by Phil Hoffmann

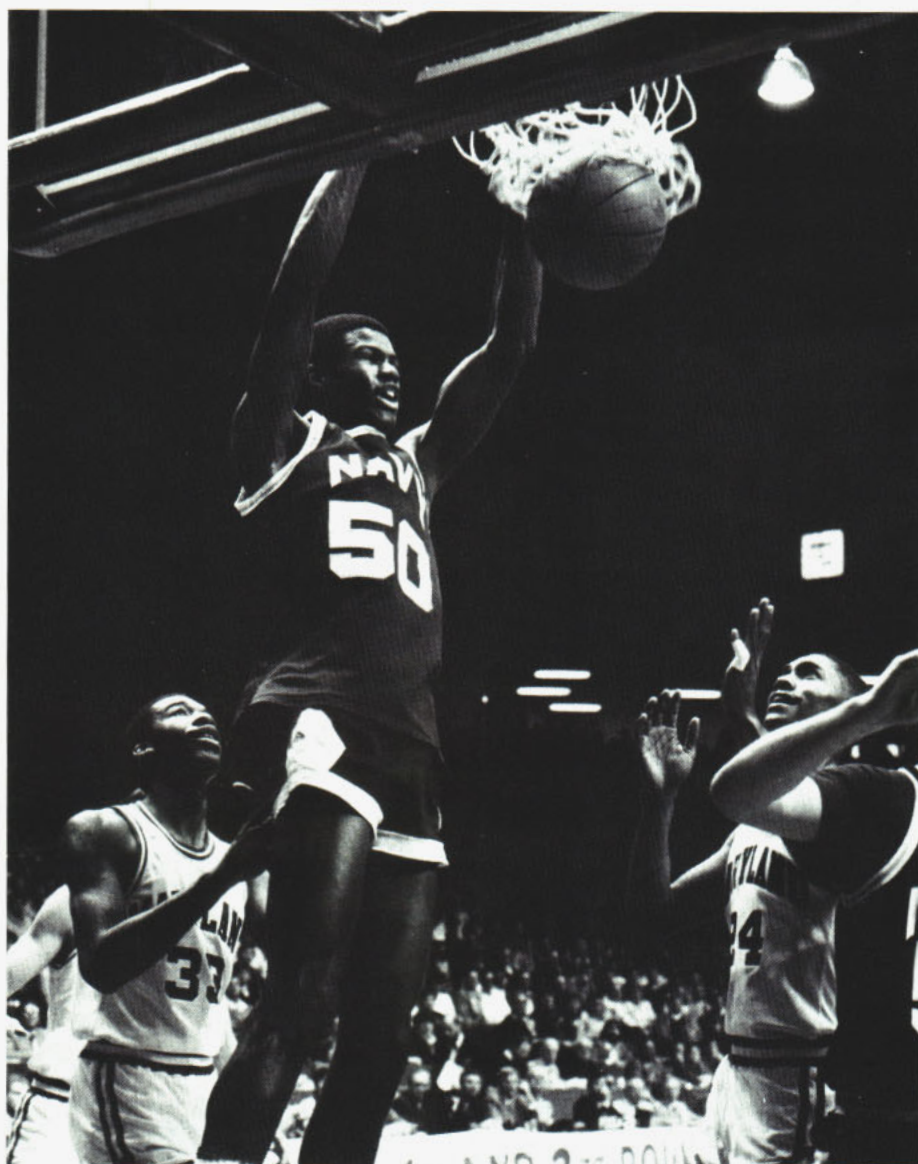
1984-85 was a dream season for the U.S. Naval Academy basketball team. The Midshipmen sailed to a 26-6 record overall and earned a berth in the NCAA Championship tournament for the first time in 25 years.

It was a season in which David Robinson, the academy's 6-foot, 11-inch center, was touted as one of the best big men in college basketball. It was a season in which hustle and determination led to four team and 10 individual school records. It was also a season in which the Midshipmen earned some respect.

Navy earned a berth in the NCAA Southeast Regional in Dayton, Ohio, by capturing the Eastern College Athletic Conference Southern Division crown. The team took a 25-5 record to the tournament, but many people thought Navy would do well just to avoid embarrassment at the hands of nationally ranked teams. The Midshipmen proved their doubters wrong early.

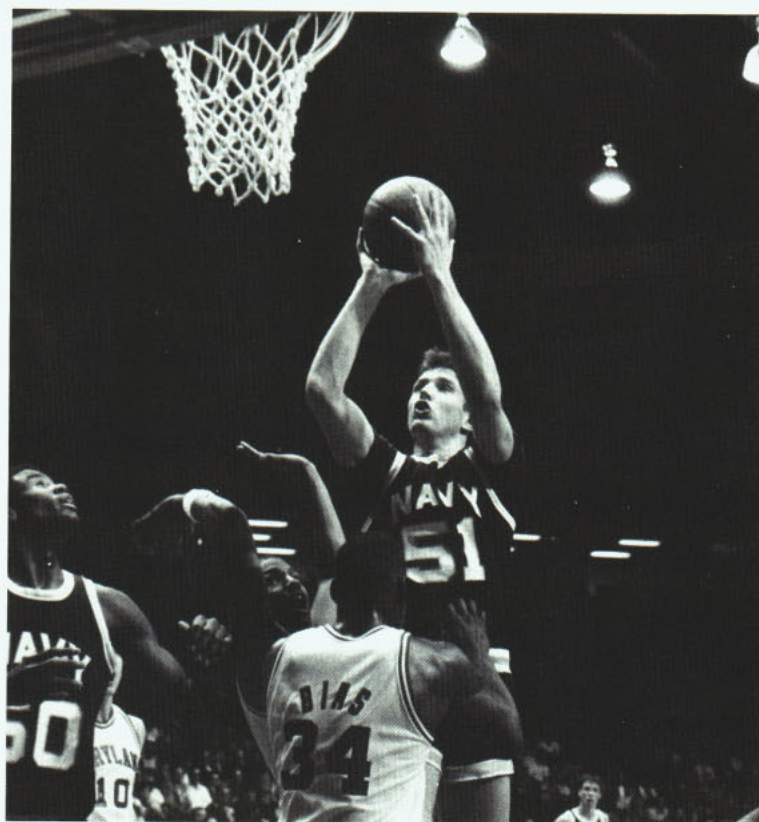
In the first round of tournament play, the underdog Midshipmen unleashed their big guns and blew the 19th ranked Louisiana State University Tigers right off the court. The 78-55 final score was a clear reflection of the sound thrashing Navy administered its opponent. The Midshipmen played a near-perfect game—limiting the LSU Tigers to outside jump shots, while consistently feeding the ball inside to forward Vernon Butler (20 points) and Robinson (18 points and 18 rebounds).

When LSU tried to play tough defense in the second half, point guard Doug Wojcik (18 points and 8 assists) consistently broke their press. By game's end,



David Robinson slams home two points during the first half of the Navy vs. Maryland game.

season

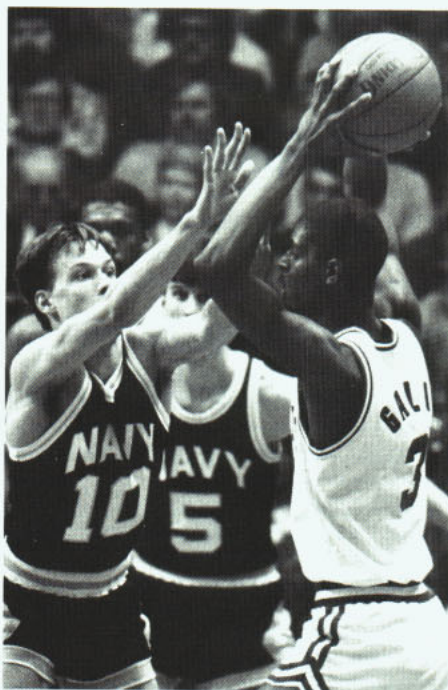


In action clockwise: Kylor Whitaker (5), Vernon Butler (51), David Robinson (50) and Doug Wojcik (10).

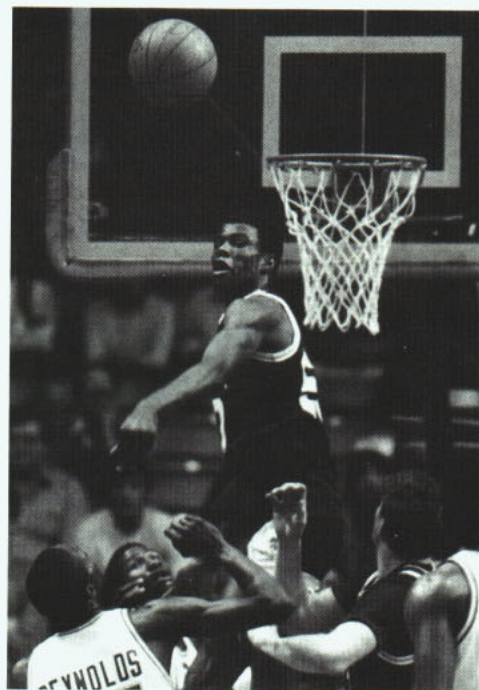
the underdog Midshipmen had captured the hearts and imaginations of thousands. Several sports announcers were wondering aloud if Navy might be en route to becoming "America's team," as the Midshipmen prepared to meet their second round opponents, the University of Maryland Terrapins.

From the game's outset, Navy seemed determined to prove to the world that they really did belong in the NCAA tournament. While outrebounding the Terrapins, the Midshipmen shot 59 percent from the floor and went to the locker room with a 37-32 half time lead.

Navy quickly expanded its lead to 11 points in the second half, but the Midshipmen could not hold on. With less than five minutes remaining in the game, Maryland took the lead and refused to relinquish it. When the final buzzer sounded, Navy was on the short end of a 64-59 score.



The dream season was over. Navy, however, woke up to find that they had focused the spotlight of national attention on the academy and gained the respect of the college basketball world. □



—Story by JO1(SW) E. Foster-Simeon. Hoffmann works with the sports information office, U.S. Naval Academy.



Iowa returns home

Story and photos by PH2 Chuck Mussi

USS *Iowa* (BB 61) emerged from a blanket of fog. Its crew, manning the rails, snapped to attention as cannon fire saluted New York City. Thus began a three-day visit to the "Big Apple," the battleship's birthplace.

The warship's crew did some sightseeing, and a Dial-A-Sailor program enabled New Yorkers to host *Iowa*'s sailors and

Marines. In return, the ship opened for visitors and tours.

For the battleship's crew and the people of New York, the visit was a chance to rekindle old memories and acquire new ones. □

Mussi is attached to NavCruitCom, Washington, D.C.





Out of shape?...

Diet is only half the reason

Hospital Corpsman 1st Class Rodney Stricker was in bad shape. He was almost 100 pounds overweight, smoked a pack of cigarettes a day, and couldn't walk up a flight of stairs without huffing and puffing and breaking into a sweat. At 5 feet 9, he weighed 256 pounds and had a 44-inch waist. His career was in jeopardy.

The 34-year-old radiology technician knew he had to do something. He was past the point of dieting; he needed to change his lifestyle. Stricker began eating 1,200 to 1,800 calories a day instead of his usual 4,000-plus. He stopped smoking.

(Continued on page 34)



Or out of sight?

Exercise is the other half

The Navy Medical Corps captain at Port Hueneme, Calif., pulled Hospital Corpsman 1st Class Rodney Stricker and his wife into his office. The doctor told Stricker—in front of his wife—that he was overweight, fat, and a disgrace to the Navy uniform. And Stricker was. At 5 feet 9, he weighed 256 pounds and had a 44-inch waist. For Stricker, that talk was the last straw; he had had enough.

He began to change his diet, and he started a fitness program—the “Can Do Fitness for Life” program at the Naval Construction Bat-

(Continued on page 36)



Some things to stay away from completely or eat only in moderation include foods made with sugar like doughnuts, cookies, cakes, pies, Danish, or candy; fried or fast-foods like hamburgers, hot dogs, french fries, or fried chicken; potato chips, pizza and beer.

(Continued from page 32)

Slowly, his weight began to drop. He began a running program. As he watched the pounds slip away, something else happened—his whole outlook on life became more upbeat, more positive. His command selected him as Sailor of the Quarter, then Sailor of the Year.

Stricker's weight leveled off at 164 pounds, 92 pounds lighter than when he started his program. He's been at that weight for more than a year. He has a 32-inch waist and says he feels like a new man—like he got rid of a whole extra person he had been lugging around.

If you're overweight or out of shape, you too can do something about it. But do it the right way. Let's face it, even if you drink your morning coffee sweetened with a low calorie sweetener, you won't shed one ounce if you inhale doughnuts or Danish for breakfast; nor will you fool your body into losing weight by drinking a low-calorie soft drink at lunch if you wolf down pizza trashed with everything from anchovies to zucchini.

There's a simple formula for losing weight: burn more calories than you consume during the course of a day. But it's not so simple to get that formula to work for you. You'll have to wage a two-front battle. Don't let anybody kid you; it will be a battle. You'll have to change habits that you may have had for years—habits like eating fried or fast-

foods, having dessert after every meal, snacking whenever the urge hits you, or being as physically active as a hibernating grizzly bear.

Diet is one part of that battle. Exercise is the other.

But diet doesn't really mean diet, as in "going on a...." It doesn't mean cutting back to 800 calories a day for a few weeks or a month to drop 15 or 20 pounds. Because after "going on a diet," usually you go back to your old eating habits. Then guess what happens. You gain a few pounds. It will happen over a couple of weeks. You'll hardly notice it. In fact, you'll probably feel proud of yourself for only slipping two or three pounds. But those pounds won't go away. Then you'll gain a few more pounds, and they won't go away, either. Soon—maybe three months, maybe six months, maybe even a year later—you've put those 15 or 20 pounds back on. You've lost your battle.

Dan Riley, conditioning coach for the Washington Redskins professional football team and a weekly fitness columnist for *The Washington Post*, warned about these "crash" diets: "Only about 25 percent of all dieters succeed in losing 20 pounds. Of those who need to lose 40 pounds, only 5 percent are able to do so...another study has found that more than 90 percent of those who lost weight returned to their original weight within a fairly short period of time.

"People placed on low-calorie diets experienced an initial weight loss (much of it water and muscle). They were kept on these diets for an extended period of time, and finally they were unable to lose any more weight. These were almost starvation diets, yet these people stopped losing weight."

Why? Because when you go on a strict diet, you force your body to adapt to a significantly reduced number of calories. Your body reacts by slowing down your metabolism so you won't burn as many calories.

According to the American Medical Association, you can still lose weight without falling into that trap. They recommend gradual weight loss. According to the AMA, if you cut your daily caloric intake by 500 calories, you will lose one pound a week; if you burn up another 500 calories daily by exercising, you'll lose two pounds a week. The

AMA weight control theory is based on the equation that one pound of body fat equals 3,500 calories. If you eat 500 fewer calories each day, in seven days you will have stripped 3,500 calories from your diet, or one pound of fat from your body.

Theoretically, that's how a weight loss program is supposed to work. But remember, if you try to speed up that program, you're going to run into trouble. You'll still lose weight, but it won't be fat. You'll lose lean body tissue—muscle—and water. Why?

"I don't know that anyone knows the answer to that question, that's just the nature of the beast," said Dr. Victor Fratelli, deputy director of the Division of Nutrition in the Food and Drug Administration's Office of Nutrition and Food Sciences.

"It is true that initially, at least for the first couple of days on a weight reduction regimen, that there is a substantial loss of water and lean tissue mass, and then only subsequent to that do the metabolic mechanisms switch over to a utilization of stored fat."

If you want to lose fat, do it gradually. Doctors caution, however, not to eat less than 1,200 calories a day. Even with a well-balanced diet, with so few calories you won't get the nutrients your body needs.

Fratelli said to forget about those methods of weight control that tell you to determine how much you would like to weigh, multiply that weight by 10, or 15, or whatever, and then use the resulting number as a guide for how many calories you should eat daily.

"That makes sense theoretically," he said, "but in practice, people find other things. Obesity is pretty much recognized to be genetically related. And you do have people who, I'm sure you've heard of, can eat a house every day and not gain a pound. Then other people eat a sandwich a day and gain weight. So you're dealing with a rather broad spectrum of genetic variability. I don't think you can come up with a formula that applies to everybody."

"Caloric intake is almost an individual thing, because it depends on a person's sex, age, activity and physiological makeup."

The watchword in weight control, according to the AMA, is *balance*. In a



booklet on personal health care, the AMA said you need "protein for growth and repair of body tissue; carbohydrate for energy; fat for energy and absorption of fat-soluble vitamins; fiber for good elimination; and the vitamins and minerals your body needs to function properly."

The only way you can get all that is through a balanced diet, with food from each of the four food groups. (See chart on page 38.) The four food groups are milk and milk products; meat, fish, chicken and eggs; fruits and vegetables; and grains and cereals. It's also important to drink plenty of water.

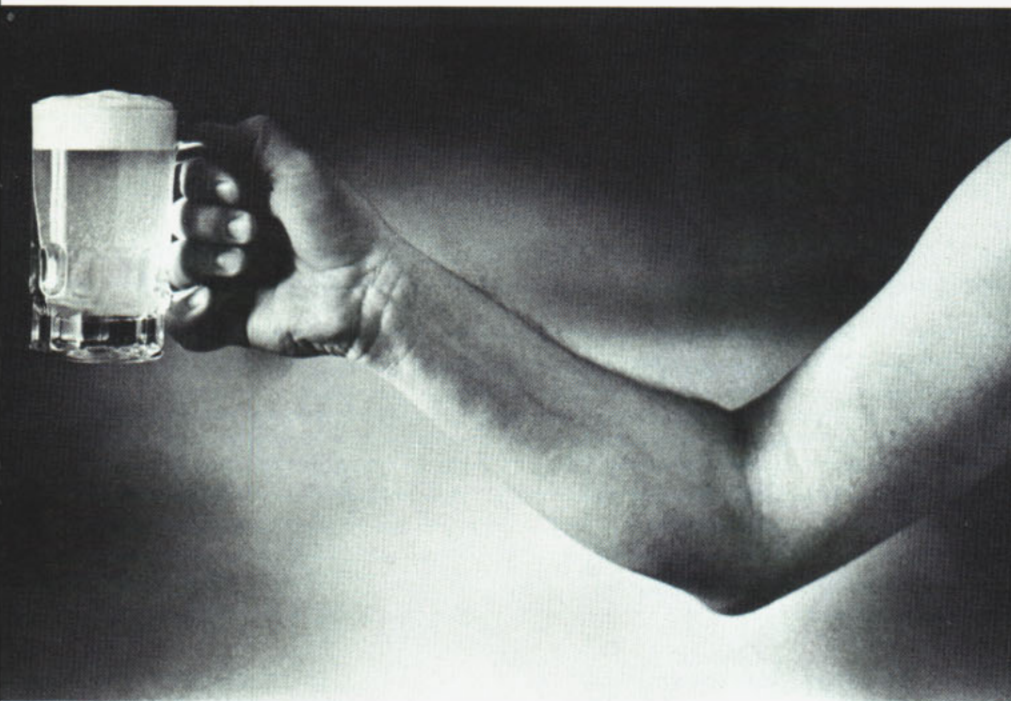
The accompanying chart shows the recommended number of servings per day from each food group and the amount of food those servings should contain.

If you think those numbers and those portions don't give you enough to eat, consider this: Dr. Peter Wesselton, founder of the Wesselton Institute, a Washington, D.C.-based weight and smoking control center, said that on the whole, Americans are used to eating *too much food*.

Figures seem to bear him out. The U.S. Public Health Service estimates that one out of every four adult Americans is overweight.

Concentrate on food *quality* and you'll also get filled up—you'll get the
(Continued on page 38)

A well-balanced diet should include foods from the four food groups. Select fresh fruits and vegetables, fruit and vegetable juices, skim milk, low fat cottage cheese, eggs, grains and whole-grain breads, lean meats, fish and chicken.



"Twelve-ounce curls" will do nothing to help keep you physically fit; they will, however, add unnecessary calories to your system.

(Continued from page 33)

talion Center. He ran, adding up the miles. He hit 100 miles, then 500, 1,000, 2,000.... All the while Stricker's weight was dropping and his attitude and habits were changing.

Less than a year later, Stricker had turned his life around so completely that he was named the Seabee center's Sailor of the Quarter and Sailor of the Year. Stricker made it, and he's remained motivated, fit and trim. He shed 92 pounds and kept it off. Since he started the program, he has run more than 3,000 miles.

From OpNav Instruction 6110.1B—Health and Physical Readiness Program: "The Navy community is no less susceptible to the insidious effects of sedentary jobs, excessive calorie intake, and lack of proper exercise than the civilian community. Excess body fat is a serious detriment to health, longevity, stamina and military appearance. The need to maintain a high state of health and physical readiness throughout the service is essential to ensure combat readiness and personal effectiveness."

That paragraph says it all; you've got to look good and be physically fit. You should *want* to look good and be physically fit—not because a Navy instruction says you should, but as a matter of personal pride. Just ask Stricker about that.

Dr. Victor Fratelli, deputy director of the Division of Nutrition in the Food and Drug Administration's Office of Nutri-

tion and Food Sciences said the approach to weight control or weight reduction should involve a number of activities other than just diet control. "More often than not, the single, limited approach based on diet is pretty much doomed to failure. There are other things that need to be done. Exercise is obviously an important factor."

You don't have to be out of shape and overweight. You *do* have a choice. At the age of 30 or 40 or 50, a magic wand doesn't hit you and suddenly render you unable to do the same number of push-ups or sit-ups or miles in a half hour that you could when you were younger. All of a sudden, your waistline or hips don't expand by 3 or 4 inches. It all happens gradually.

As was mentioned in the preceding article, diet is one part of that battle to get back to a trimmer, more physically fit you. Exercise is the other. If you've let yourself gain weight and get out of shape, you can reverse the process the same way you got there...gradually.

In its booklet on personal health care, the American Medical Association said, "Your body *needs* exercise and not simply to control weight—for without it, your muscles will weaken, your breathing will become more shallow, and your heart, the hardest working and most crucial muscle in your body, will weaken long before it should."

According to Covert Bailey, who wrote a bestselling and widely respected book on losing weight entitled "Fit or Fat," fitness is lost if you exercise two days or less a week; fitness is maintained if you exercise three days a week; and fitness is improved if you exercise six days a week.

What is the most recognized and most promoted way of exercising to regain fitness and lose weight?

Aerobics, you say?

Right. How did you guess?

Much has been written about the benefits of aerobic exercise. All you have to do is look through magazines at a newsstand and you'll find literally dozens of articles on how aerobics can help you get more physically fit and help you maintain a desirable body weight. Yet many people still are confused as to what aerobics is all about.

Aerobics isn't just a bunch of people getting together in sweats and leotards and dancing like crazy to popular music.

Aerobics is any form of exercise that stimulates the body to use large amounts of oxygen and burn calories at a higher rate than usual—walking, jogging, bicycling, jumping rope, cross-country skiing, rowing, and aerobic dancing are all forms of aerobic exercise.

Sources vary when it comes to agreeing on how long you need to keep up an aerobic exercise to get any benefit. Generally, the recommended times range from a minimum of 12 minutes to a maximum of 45 minutes of continuous exercise with your heart thumping along at your training heart rate, or THR. But for significant gains to take place, you will need 20 to 30 minutes of continuous exercise with your heart beating at its THR.

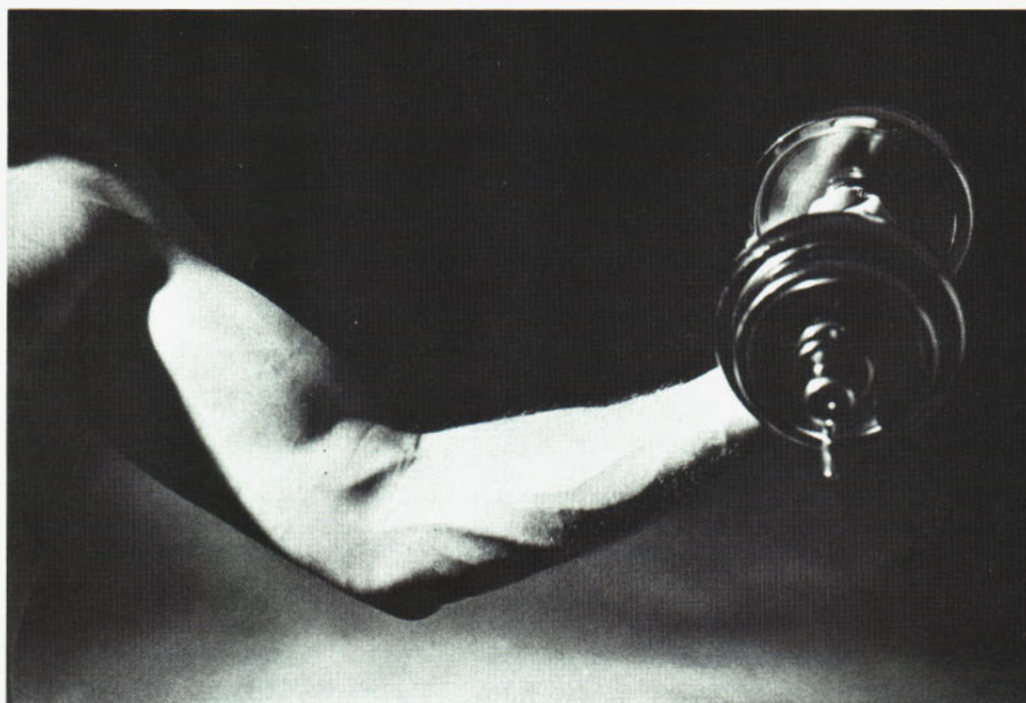
THR's vary for different age groups. What the term refers to is the number of beats per minute your heart should maintain for you to get the most out of your aerobic training. Maintain a THR that is too slow, and you won't stress your body enough to do it much good. If your THR is too fast, you'll probably tire too quickly.

It's easy to find your training heart rate, but to do that you first have to know your *maximum* heart rate. According to the American Heart Association, you find your maximum heart rate by subtracting your age from 220. For example, let's say you are 30 years old; $220 - 30 \text{ years} = 190$. The AHA advises that your THR should remain between 60 to 75 percent of your maximum heart rate. So our 30-year-old would have a THR range of between 114 and 142 ($190 \times 60 \text{ percent}$ and $190 \times 75 \text{ percent}$).

The association's recommendation might seem a little conservative, but they say that you should take it slowly at first and *gradually* work up to a faster THR. They do say, though, that those people who have been exercising regularly for six months or more can take their THR up to 85 percent of their maximum heart rate and still be safe.

"With our athletes, we try to keep them between 80 and 85 percent," said Dan Riley, conditioning coach for the Washington Redskins professional football team, "but with a person just starting out who may not be very fit, and may not like exercise, 85 percent right out the chute might be enough discomfort to turn him off."

In its booklet, "Exercise and Your



Heart," the AHA says that you don't have to exercise very hard to get and stay in good shape. It recommends an exercise session that lasts from 25 to 40 minutes—that includes a five-minute warm-up, 15 to 30 minutes at your THR, and then a five-minute cool-down.

Don't make the mistake of thinking that you can get in shape faster by exercising longer and harder. More is not necessarily better. Riley agreed with the AHA's claim that the weightlifter's old saying, "no pain, no gain" does not apply to getting or staying in shape. Riley said there are no additional cardiovascular benefits after exercising at your THR for 45 minutes.

"Also, if you go above 85 percent, it's a less efficient operation," he said, "because the heart is beating so fast that its chambers don't have a chance to fill up with blood completely, and when the heart pumps, it doesn't have a chance to get it all out. So if someone is running at 90 percent, his heart and lungs are working harder, they're hurting more, but the studies that have been done have not demonstrated that there's a significant improvement over 85 percent. You can't justify—especially the adult—hurting that much to make gains that are insignificant. Eighty-five percent appears to be the ideal rate."

Actual exercising burns relatively few calories. Authorities believe that your

(Continued on page 39)

Trying to lose weight by dieting alone is pretty much doomed to failure. Exercise is an important part of losing weight and being physically fit.

A Daily Food Guide—Chart A

Recommended servings of food from each group are the minimum servings required per day. For an adult, a well-rounded diet

consisting of minimum servings from each food group will provide about 1,300 calories and from 80 to 120 percent of the recommended daily allowance of nutrients.

Food Group	Number of servings per day			
	Child	Preteen and Teen	Adult	During Pregnancy or Breast-feeding
Milk Group (Servings in cups)				
Milk or yogurt	2-3	3-4	2	4
Meat Group Adult serving = 3 ounces				
Meat, fish, poultry, eggs	2	3	2	3
Vegetable-Fruit Group (½ to ¾ cup)				
For vitamin C: citrus fruits & juices, cantaloupe, fresh strawberries, broccoli, tomatoes	1	1	1	1
For vitamin A: carrots, broccoli, cooked greens and dark salad greens, sweet potatoes, apricots, winter squash	1	1	1	2 (at least one leafy dark green)
Potatoes, other vegetables and fruit	2	2	2	1-2
Bread-Cereal Group (1 slice or ½ to ¾ cup)				
Whole-grain and enriched: cereals, breads, rice, macaroni, noodles, spaghetti	4	4	4	4
Extras				
Butter, margarine, salad oils (in tablespoons)	2	2-4	2-3	2-3
Sugars, syrups, honey, other sweets	Use only in moderation			

glucose, or blood sugar. That's the body's main source of energy, so carbohydrates are extremely important in your diet.

Complex carbohydrates also provide fiber—or bulk—in the form of cellulose, which is indigestible, but which helps cleanse your digestive tract and eliminate waste. That's why fruits and vegetables (yes, even potatoes) are very low in calories.

Sugar, which is found in abundance in many of today's processed foods, is very high in calories and has very little fiber content. "Empty calories" is the label most often given to sugar, since sugar provides calories without other significant nutrients.

Fats, like carbohydrates, can be found in almost every food. Some fat is important to your body; it helps protect vital organs and insulate your body against heat loss. It also is a concentrated form of energy your body can use when it needs it.

But most nutritionists agree that the majority of people should decrease the percentage of the calories they consume as fat from the American average of 40 percent to 30 percent or less.

Be wary of fast-foods. Most of them are deep-fried in oil or fried on a grill in their own grease. You could easily eat a 1,500 calorie meal in one sitting at most hamburger havens.

Still, it's all right to splurge every now and then. Some authorities say splurge a little bit each day by eating, say, half a candy bar. Some recommend splurging only once every five or six days. Stricker said he usually treats himself to a nice big bowl of ice cream every payday. An occasional treat won't hurt.

Don't try to eliminate doughnuts or pizza or ice cream from your diet. Eat them occasionally and in moderation. That way you won't end up gorging on them when you finally reach the breaking point and just *have* to have them.

Remember this: the weight won't come off in a matter of days. It took time to gain the extra weight you're carrying around; it'll take time to lose it. Be patient and stick with it. And remember—diet is only half the battle. Exercise plays an equal role in helping you lose weight. □

—Story and photos by JOI Gary Hopkins

Chart courtesy of the American Medical Association.

(Continued from page 35)

quantity of food you need to satisfy your hunger. An average two ounce candy bar is 250 calories. Ten ounces of broiled chicken breast is less than 250 calories. Next case.

If you eat the right amounts from the four food groups, you'll get the proper mix of protein, carbohydrate and fat necessary in your diet.

Good sources of protein are meats and dairy products. But be careful. Many protein-rich foods are also high in fat. Go for the lean cuts of red meat. Chicken, turkey and most fish are also high in protein and low in fat. Cheeses made with part skim milk are just as high in protein and relatively lower in fat than cheeses made with whole milk.

Vegetables and fruits, whole grain breads and cereals, and rice and potatoes are good sources of complex carbohydrate.

Sugar is also a more simplified form of carbohydrate. Both forms eventually are broken down by the body into

(Continued from page 37)

body's metabolic rate—the rate at which your body burns calories—will remain at a higher level long after you have stopped exercising.

It's that heightened metabolic rate, which aerobic exercising produces, that increases your body's need for energy and steps up the conversion of food or fat into energy.

You may have heard the term "set-point" being used lately. Setpoint refers to your body's defended level of fat; your body will try to maintain a certain amount of fat. Studies show that your setpoint can be lowered through aerobic exercise—that you can actually "readjust" your setpoint so your body doesn't try to hold as much fat as it did before you began regular aerobic exercise.

But a warning here: if you haven't been physically active in a long time or if you are more than just a little overweight, have a doctor check you out before you start any diet or exercise program.

Start slow and be safe—really assess the condition of your body. That's especially important for those over 35 years old.

If your family has had a history of heart trouble, be especially careful. Jim Fixx, author of the well-known "Complete Book of Running," died of a heart attack while jogging, yet he seemed to be at the peak of health.

Usually, he ran about five to 10 miles a day. But he was once overweight, had been a two-pack-a-day smoker, had a family history of heart disease, and had been having symptoms associated with heart trouble. It was this previous history of poor health, not his running, that his heart attack is attributed to. Actually, by changing to a healthier lifestyle, he probably added years to his life.

According to the AMA, three people are stricken by a heart attack every minute in the United States. Be careful. Don't become another statistic. You don't have to overexert yourself to get back into shape.

Help is available at the command level for sailors who want to get on a fitness program. OpNav Instruction 6110.1B directs commands to establish a command fitness coordinator who is available to serve as an adviser on health and fitness matters.

If your command fitness coordinator can't answer your questions or give you the specific guidance you need, he can tell

Height—Weight Screening Tables—Chart B

Height		Weight		Height		Weight	
Men	Minimum	Maximum	Women	Minimum	Maximum		
5'0"	100	153	4'10"	87	126		
5'1"	102	155	4'11"	89	128		
5'2"	103	158	5'0"	92	130		
5'3"	104	160	5'1"	95	132		
5'4"	105	164	5'2"	97	134		
5'5"	106	169	5'3"	100	136		
5'6"	109	174	5'4"	103	139		
5'7"	111	179	5'5"	106	144		
5'8"	115	184	5'6"	108	148		
5'9"	119	189	5'7"	111	152		
5'10"	123	194	5'8"	114	156		
5'11"	127	199	5'9"	117	161		
6'0"	131	205	5'10"	119	165		
6'1"	135	211	5'11"	122	169		
6'2"	139	218	6'0"	125	174		
6'3"	143	224	6'1"	128	179		
6'4"	147	230	6'2"	130	185		
6'5"	151	236	6'3"	133	190		
6'6"	153	242	6'4"	136	196		
6'7"	157	248	6'5"	139	201		
6'8"	161	254	6'6"	141	206		

you where you can get the help you're looking for.

Stricker said that it was "mind-boggling" how much his command's health and fitness program changed his personal life and got his career on track again.

"And there are so many people out there," he said, "not just overweight people, but the average person, who can still benefit by becoming physically fit through a Navy program."

There's a quote by Theodore Roosevelt that Stricker used to read for motivation when the effort of trying to lose 92 pounds got to be too much. It goes like this:

"Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to take rank with those poor spirits who neither enjoy much nor suffer much, because they live in the gray twilight that knows not victory or defeat." □

—Story and photos by JO1 Gary Hopkins

Information for this chart was obtained from OpNav Instruction 6110.1B of Oct. 19, 1982, Enclosure (4).

Poopy suits and dog watches?

Sailors still sling salty slang



It's your first sea duty assignment, and you're eager to do a good job. A shipmate tells you to take some "magnetic bearing grease" to the bridge on the double. What do you do?

- a) Run down to shaft alley and get some
- b) Borrow some from a "ping jockey"
- c) Tell him you have better things to do.

Your answer depends on how well you understand nautical terms and naval slang.

No one knows for sure how naval jargon started, but as long as men have set sail, they've been known for a parlance that rings of the sea.

Listening to a grizzled old chief spouting "salt" encrusted terms, it's easy to believe he was born with sea mist in his face and naval jargon on his lips. In reality, naval jargon is a learned language.

It all begins in boot camp. New recruits are introduced to basic terms like bulkhead, deck and overhead. What they knew as the men's room in high school is suddenly transformed into "the head." Fixtures once known as commodes and urinals are given very descriptive—albeit sometimes rude—labels, so there's no mistaking their purpose.

Mastering naval terminology comes easy at first. By the end of boot camp, everyone knows the pointy end of a ship is the bow and the blunt end the stern. Mariners' terms like forecastle and fantail, smoking lamp



and butt kit are batted around with ease. Most even remember that port is left and starboard is right.

After eight weeks in the Navy, the average recruit sounds like he sailed with Columbus.

However, sailors new to the fleet discover that boot camp offers only a sample of nautical jargon—sometimes to their chagrin.

Through trial and tribulation, green hands learn the frustration of the “mail-buoy watch” and the pain of looking for a “BT punch.” These are things each new sailor must learn and can pass on to those who come after him.

Why do we have naval jargon? Believe it or not, to make communication easier.

It’s easier to say “freeboard” than the “distance from a ship’s weather deck to the waterline,” and “water king” is an appropriate name for the enlisted man in charge of a ship’s evaporators and water supply.

Naval jargon works fine—if you understand it.

Imagine a new recruit trying to find a “sea painter” or “boat painter” for the chief boatswain’s mate. The rookie might search every berthing space on the ship for someone to paint a boat, not knowing the chief really wants a piece of line for towing.



Only in nautical lexicon could a “mustang” talking to “boats” about “fag ends” translate to an officer who moved up from the enlisted ranks talking to a boatswain’s mate about frayed rope.

That shouldn’t be too shocking in a Navy that allows grown men to take off their “poopy suits,” get in a “rain locker” and top it all off with an application of “foo-foo.” When you think about it, a pilot has every right to shower and splash on a little cologne after a long day in an aviator’s anti-exposure suit.

There are thousands of naval terms that cover everything from keel to mainmast. Over the years, however, sailors have developed a particular affinity for certain words.

A ship can be “dead ahead,” “dead astern” or “dead in the water.” Men of the sea can navigate using “dead reckoning,” and more than one sailor has happily buried a “dead horse” (an advance pay debt).

At sea, a “dog” is more than man’s best friend. It’s a fastener used to dog down a hatch. That kind of dog is a lot different from the dog tags sailors wear for identification or the nickname they have for soldiers—“dogface.”

You can even dog a watch (split it into a pair of two-hour sections) or stand a “dog watch” (4–6 p.m. or 6–8 p.m.). A new twist to this ever-faithful expression: if you ask today’s sailor how things are going, he’s likely to respond that he’s “getting dogged.”

The canine isn’t the only animal with a place in naval jargon. Any boatswain’s mate worth his salt can make a list of animal names he uses everyday. From “monkey’s fists” and “jackasses” to “pelican hooks” and “bullnoses,” many of the passengers on Noah’s Ark have their names etched in naval terminology.

Speaking and understanding naval jargon is a hallmark of a professional sailor. Fleet veterans proudly flash their knowledge of seafaring terms like a membership card to an elite club.

Such jargon and slang aren’t to be feared. They’re to be learned. Find your-

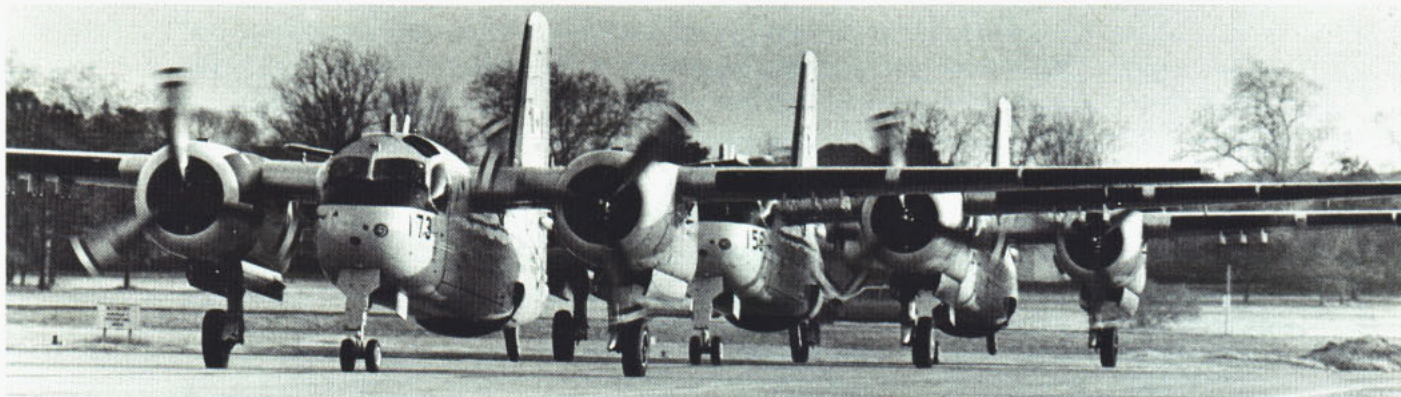
self a “sea daddy” (an old salt that takes a rookie under his wing) to show you the ropes.

People have even put together dictionaries that define more naval terms than you could use in a lifetime. What better place to find out that the expression “broad on the port bow” isn’t a sexist remark?

If a shipmate tells you to find some “magnetic bearing grease,” tell him you have better things to do. After all, just because you’re a new sailor doesn’t mean you have time to run around the ship looking for something that doesn’t exist. □

—Story by JO1 (SW) E. Foster-Simeon





'Meatballs' but no spaghetti for Canadian pilots

Story by PH2 Maurice Norkhird
Photos by PH3 R. D. Feary



Seven Canadian pilots went after "meatballs" during training near Norfolk, Va., this winter, but the meatballs were on a simulated carrier landing strip, not spaghetti.

Meatball is the nickname for the Fresnel lens light used aboard aircraft carriers to guide pilots. Royal Canadian Air Force Maritime Reconnaissance Squadron 880, commanded by Lt.Col. Ted Gibbon, flew

its twin-engine, propeller-driven S-2 Tracker aircraft from Summerside, Prince Edward Island, to NAS Norfolk. There, they practiced carrier landings with their sister squadron, Fleet Logistics Support Squadron 40, commanded by Cmdr. Dante Marzetta.

The next day, each Canadian teamed with a VRC 40 pilot aboard a twin prop C-1A Trader to follow the meatball during

touch-and-go landings on a carrier deck outlined on Naval Auxiliary Landing Field Fentress.

VRC 40 flies the C-1A, more commonly known as COD, the acronym for carrier onboard delivery, and the CT-39E Sabreliner, to ferry supplies to Atlantic fleet aircraft carriers. The Canadian squadron spends most of its time on reconnaissance and anti-submarine warfare patrols.

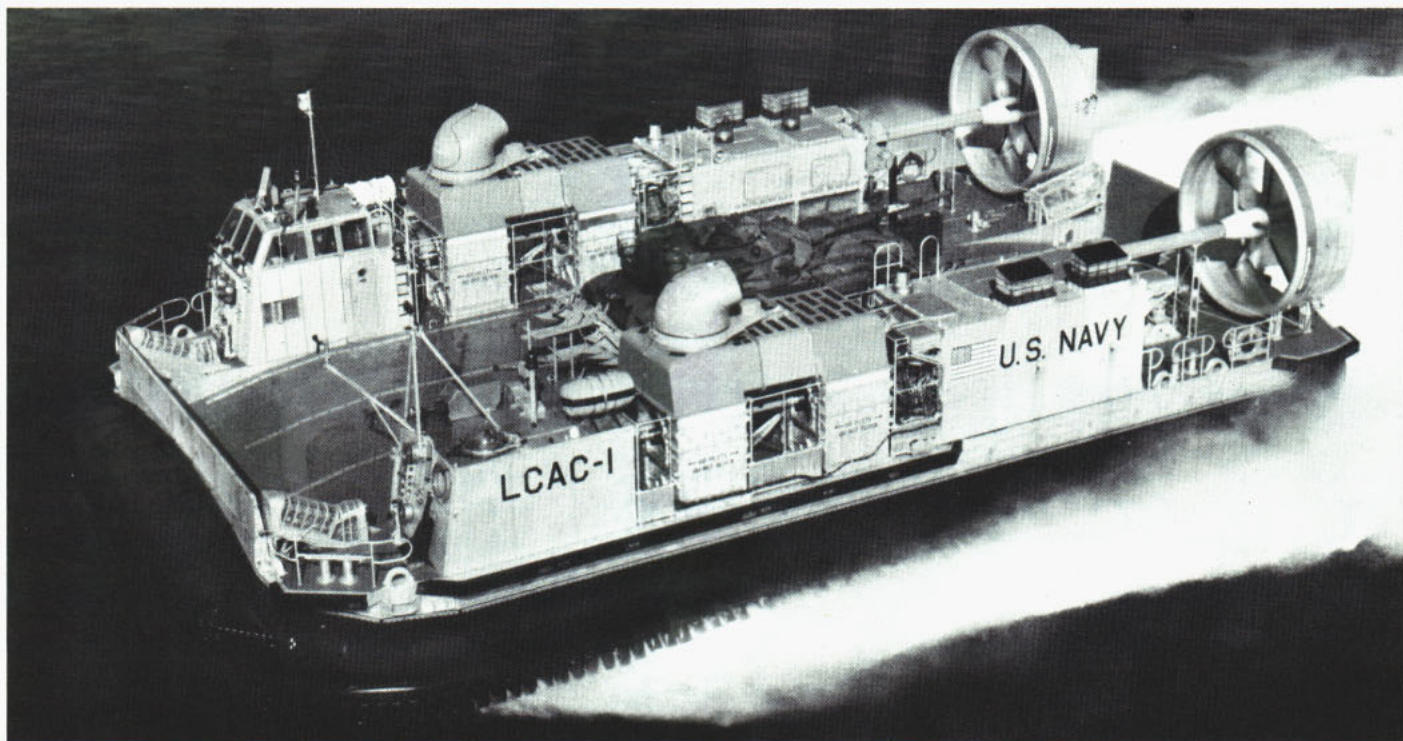
The Royal Canadian Navy has not had any aircraft carriers since 1960 and, as a result, most junior Canadian pilots have never practiced field carrier landings. Their training with the Norfolk squadron gives them a chance to learn carrier landing techniques. □

Norkhird is assigned to FltAVComLant, AVU 193, Willow Grove, Pa. Feary is assigned to FltAVComLant, Norfolk.



Top: The Canadians arrive at NAS Norfolk in their S-2 Tracker aircraft. Above: Lt. Cmdr. Lin Hutton, VRC 40, and Canadian Lt. Stuart Annis give a pre-flight check to a C-1A. Bottom: Canadian Maj. Jack Ford, Prince Edward Island operations officer, on the runway where Canadian pilots simulate carrier landings.

Bearings



Air cushion landing craft is delivered

The Navy received its first production air cushion landing craft, LCAC 1, in a ceremony held at the Naval Coastal Systems Center, Panama City, Fla. Representatives from Bell Aerospace Textron and its subsidiary, Bell Halter

Industries, turned over the craft's keys to Cmdr. D.L. Wetherell, commanding officer, Assault Craft Unit 5.

The LCAC 1 is an 88 foot, 160-ton hovercraft. It can carry a 60-ton load of Marine Corps equipment and people and can cruise from 30 to 50 knots.

LCACs are operated by chief boatswain's mates serving as craftmasters, with four-person crews including engineers, navigators, loadmasters and

deckhands.

The craft's high speed combined with its ability to carry cargo inland across the beach will expand the options available to assault commanders.

Six LCACs will be delivered to Assault Craft Unit 5, which will then relocate to Camp Pendleton, Calif. By the mid-1990s, more than 90 LCACs will be delivered to the Navy and divided between the East and West coasts. ■

Sellers aids Korean ship

While on routine patrol in the Persian Gulf, USS *Sellers* (DDG 11) responded to radio distress signals from a Korean registered merchant vessel steaming in international waters.

The ship, *Royal Columbo* had been hit by two missiles from an unknown fighter aircraft, according to its master.

One missile exploded on the ship's starboard side, rupturing a wing tank

and leaking oil into the water. The other exploded in the ship's superstructure.

Five seamen were injured, two critically. The tanker's master requested medical aid and damage assessment assistance.

Sellers, operating with the Middle East Force, contacted other ships in the battle group and coordinated a rescue effort.

Once on the scene, *Sellers'* independent duty Chief Hospital Corpsman Joseph A. Sellers boarded *Royal Columbo* and administered first aid. An hour later, the patients were transferred to

USS *Julius A. Furer* (FFG 6) for further examination by Lt. Cmdr. Robert Henry (MC).

Once stabilized, Helicopter Anti-Submarine Squadron 1, Sea Detachment 1, medivaced the patients to Suliamanyia Government Hospital in Bahrain for treatment.

Korea's Ambassador to Bahrain, Sung Han Song, in thanking the Middle East Force Ships, said: "The Help the seamen received at a critical time will increase the friendly ties that exist between the Armed forces and the people of the United States and Korea." ■

New CHAMPUS claims processor

Military families in five southeastern states, Puerto Rico, Canada, Bermuda, the West Indies, Mexico, Central America and South America will have their CHAMPUS claims processed by Blue Cross-Blue Shield of South Carolina beginning May 1, 1985. Other states included in the new contract are Alabama, Florida, Georgia, Mississippi and Tennessee.

Families in these areas should continue to send claims to the current claims processor, Blue Shield of California, through April 30, 1985. Information about mailing addresses and toll free telephone numbers for the new southeast region claims processor will be available soon.

The new \$3 million contract runs for one year, with four additional one-year option periods. The contract contains incentives for Blue Cross-Blue Shield of South Carolina—such as financial bonuses for speed and accuracy in paying claims and penalties for late or incorrect claim payments. All CHAMPUS claims processors now operate under this type of contract.

Families should remember that claims go to the CHAMPUS processor for the state where they get medical care, no matter where they live.

CHAMPUS—the Civilian Health and Medical Program of the Uniformed Services—is the Defense Department's health benefit plan for military families who receive medical care from civilian hospitals and doctors. Private insurance companies, under contract with the government, process the claims through which CHAMPUS shares the cost of these medical bills.

CHAMPUS now has six stateside claims processing regions—a big improvement over the late 1970s when there were nearly 90 separate processors across the country. ■



Helo trek

UH-1N helicopter landing skids weren't designed for towing across the rough and frozen roads of Antarctica. So, three inventive Antarctic Development Squadron 6 maintenance crewmen designed a 14-foot sled trailer to transport their helos across the ice.

Called helo trek, the twin-railed trailer is loaded with a Huey helicopter from its cargo plane on the icy runway and towed by a D-4 Caterpillar bulldozer

nearly 10 miles to McMurdo Station.

"Moving helos from the ice runway to McMurdo used to be a 12-man operation," said Chief Aviation Machinist's Mate William D. Hargrove. "It was slow, cold, and that final hill up to the hanger was putting some dangerous stress on the landing equipment. Thanks to the sled, the whole evolution is now a one-man operation."

The three inventors, Aviation Support Equipment Technician (Mechanical) 2nd Class Steven C. Clemens, Aviation Support Equipment Technician (Electrical) 2nd Class Kenneth D. Docken, and Airman John D'Amato of the ground support division, worked 35 hours in three days to build the sled for a pressing cargo flight.

"We designed the sled as we went," said Clemens. "We had to guess where the major stress points would be, make it as light as we could while scrounging materials to build it."

The 1,000 pound sled can be flown to any location, and, according to Hargrove, has saved more than \$3,000 in parts and manpower so far this season. ■

—Story and photo by PH1 David B. Loveall, FltAVComPac

Navy funds "fractal" research

The Office of Naval Research in Arlington, Va., has funded some unique projects throughout the past 37 years, including lasers, computers, robotics, polymer chemistry and propulsion.

Recently, the pioneering funding force undertook a new study in mathematics called the fractal geometry of nature.

IBM Fellow and Harvard mathematics Professor Benoit B. Mandelbrot created "fractals," described as "geometric shapes without a characteristic scale because they have an in

finite number of features."

To figure out fractals, consider that a one dimensional curve with an infinite number of wiggles can begin to fill up a two dimensional plane. Would the curve be one or two dimensional? The notion of fractals allows it to be somewhere in between.

The Navy's interest in Mandelbrot's fractals is linked to the geometry of coastlines, the ocean floor and turbulence to fractures in metals. The focus is on how the laws of physics change—when phenomena is restricted to a fractal geometry—such as the scattering of sonar from the rough ocean bottom as contrasted to scattering from a smooth surface. ■

Bearings

Midshipmen, families meet the pope in Rome

Midshipmen exams were over. It was spring break, and the midshipmen looked for someplace to go.

"Let's go to Rome!" said Chaplain John L. FitzGerald at the U.S. Naval Academy.

"OK, let's do it," said Capt. John J. Glynn, command chaplain.

Off they went—30 midshipmen and 75 officers, Navy family members and civilians associated with the academy. Everyone paid his own way; the group spent the eight day semester break in Rome with a one day side trip to Assisi and the tomb of St. Francis.

Spiritual director of the pilgrimage and vacation was Archbishop Joseph T. Ryan, newly appointed military bishop for all Catholics serving in the uniformed services, the Diplomatic Corps and Veteran Administration hospitals.

Archbishop Pio Laghi, papal nuncio to the United States, arranged an audience with the pope. The midshipmen were greeted by the pope who said: "My special greetings to the group of midshipmen from the distinguished Naval Academy at Annapolis, led by Archbishop Joseph Ryan of the Military Ordinariate of the United States. Dear friends, you have come on a pilgrimage of faith and a pilgrimage of peace."

"It is my prayer that you will always acknowledge before the world, as you do today, that God occupies an important place in your lives. And may the peace of Christ reign in your hearts, in your homes, and throughout your country. God bless America."

The pope then greeted and talked with the midshipmen. Chaplains Glynn and FitzGerald presented the pope with a Navy Billy the Goat doll and a "Beat Army" bumper sticker. ■



Two FBM submarines decommissioned

USS *George Washington* (SSN 598), the Navy's first fleet ballistic missile submarine, and USS *Thomas Jefferson* (SSN 618), last of the *Ethan Allen*-class submarines, were decommissioned in a ceremony at the Naval Supply Center, Puget Sound, Bremerton, Wash.

In his remarks at the ceremony, Rear Adm. A.B. Scott Jr., commander, Submarine Forces, U.S. Pacific Fleet, said, "A decommissioning heralds a nautical death. *Thomas Jefferson*, through its

many cruises, will be remembered for its quiet competence, unfailing dependability and great credibility of purpose. *George Washington* was the submarine that did everything first."

George Washington's hull originally was designed to be *Scorpion* (SSN 589). The Navy ordered it to be completed as the first fleet ballistic missile submarine in 1957, and in 1959 it was commissioned. *George Washington* and *Thomas Jefferson* were converted to attack submarines in 1980 and 1981, respectively.

George Washington completed 55 deterrent patrols, *Thomas Jefferson* completed 52. ■

Grumman supplies Greyhounds

Grumman Corporation has begun supplying the Navy with the proven C-2A *Greyhound* carrier onboard delivery aircraft. The *Greyhound's* primary mission is to transport supplies and personnel to aircraft carrier battle groups, and it has the largest payload capacity of any carrier onboard delivery aircraft.

Vice Adm. James B. Busey, commander, Naval Air Systems Command, accepted the first new twin-turboprop aircraft during a ceremony at the corporation's Bethpage, N.Y., plant.

The Navy's new multi-year contract calls for 39 *Greyhounds* to be delivered by 1989. Eight aircraft will be delivered each year. Grumman president Joseph G. Gavin said, "Multi-year contracting will lower the cost of the program by \$102 million over conventional yearly funding."

The repurchased C-2A has new engines, updated avionics and an advanced navigation and communication system. It also has anti-corrosion alloys, new polyurethane finish, greater passenger comfort, greater load bearing cargo winch, an expandable cargo cage, and a more reliable, powerful auxiliary power unit. ■



On the pier, two sailors work on USS Coral Sea's anchor chain.

Coral Sea completes overhaul

USS *Coral Sea* (CV 43) steamed from the Norfolk Naval Shipyard, Portsmouth, Va., after a \$210 million, 15-month overhaul. *Coral Sea's* 2,300-man crew and shipyard workers rehabilitated living spaces, modernized maintenance areas, and installed state-of-the-art aircraft support hardware. The overhaul will enable the ship to

travel alongside the newer, larger carriers well into the 1990s.

In a four-day sea trial following overhaul, the engineering crew brought *Coral Sea's* 12 boilers and eight generators on line and cruised in excess of 30 knots.

Coral Sea is one of the few post-World War II carriers that will remain an important battle group carrier until the next decade. ■

—Story and photo by JOC James Giusti, USS *Coral Sea* (CV 43)

Great Lakes NTC promotes seat belts

Naval Training Center, Great Lakes, Ill., is promoting driver seat belt safety with a quick action stop simulator.

Students of the Service School Command built a crash simulator from modified Air Force blueprints in 10 days for about \$1,000. The simulator consists of a seat with safety belt and shoulder

harness. The seat descends a 10-foot ramp to a speed of 10 mph. The simulator is built on a trailer so it can be easily transported for demonstrations.

Great Lakes police chief James Schwank said he wanted to make the crash simulator as visible as possible, on base and off.

"We plan to take it around to the various commands and any area events such as community picnics and fairs," said Schwank. "My only disappoint-

VA handbook

The Veterans Administration's 1985 benefits handbook detailing the services available to eligible veterans and their dependents has been published and is available to the public from the Superintendent of Documents in Washington, D.C.

The 88-page handbook, "Federal Benefits for Veterans and Dependents," is produced annually by the VA and printed by the Government Printing Office.

Among the VA benefits outlined in the handbook are medical care, education, compensation, pension, insurance, home loan guaranty, job training and burial assistance. There is also information on medical benefits for veterans who were exposed to Agent Orange and radiation, and for veterans suffering from post-traumatic stress disorder.

Employment assistance and other Department of Labor benefits for veterans are described, as well as benefits provided by the Department of Defense and other government offices.

The handbook lists the addresses and local phone numbers of all VA offices, medical centers, national cemeteries, Vietnam veteran counseling centers and other VA facilities.

The benefits handbook can be purchased from the Superintendent of Documents, Washington, D.C. 20402. The stock number is 051-000-00170-2, and the cost is \$2.50. ■

ment is that we couldn't build it to demonstrate a crash at a greater speed." This would show the life-saving potential of seat belts and shoulder harnesses.

The crash simulator will promote the Navy's emphasis on seat belt use and will remind Illinois residents of the state's new law requiring mandatory front seat belt use.

The law is scheduled to go into effect July 1, 1985, and carries a \$25 fine for offenders. ■

Reunions

• **USS Rudyerd Bay (CVE 81)**—Reunion planned 1985. Contact Richard Hansen, 11245 Dry Creek Road, Auburn, Calif. 95603; telephone (916) 885-4878.

• **USS Mars (AFS 1)**—Reunion planned 1985. Contact Everett R. Jones, P.O. Box 3302, Chula Vista, Calif. 92011.

• **Ships Company NATTC AMM School, Norman, Okla.**—Reunion planned 1985. Contact Carl E. Smith, 1520 Haywood Ave., Memphis, Tenn. 38127; telephone (901) 357-5734.

• **LCI (G) 457**—Reunion planned 1985. Contact Lyle Wood, Box 263, Flippin, Ark. 72635.

• **USS Block Island (CVE 21), USS Ahrens (DE 575), USS Buckley (DE 51), USS Barr (DE 576), USS Eugene E. Elmore (DE 686), USS Robert I. Paine (DE 578), VC 55**—Reunion May 30–June 2, 1985, Las Vegas, Nev. Contact USS Block Island Association, 4991 Merrill Dr., Las Vegas, Nev. 89120.

• **Yangtze River Patrol Association**—Reunion May 9–12, 1985, San Jose, Calif. Contact Lt. Cmdr. John H. Geyer, 1056 Bobolink Dr., Virginia Beach, Va. 23451.

• **USS Kershaw (APA 176)**—Reunion June 1985, New York. Contact Dr. Ralph W. Pruden, 630 5th Ave., Suite 1853, New York, N.Y. 10020-10111; telephone (212) 765-7469.

• **Association of Aviation Ordnancemen**—Reunion June 21–23, 1985, Reno, Nev. Contact G.F. Gannon, 1245 Cunningham Ave., St. Charles, Mo. 63310; telephone (314) 946-0503.

• **USS Iowa (BB 61)**—Reunion June 28–29, 1985, Virginia Beach, Va. Contact John Larsen, Route #1, Box 225, Underwood, Iowa 51576; telephone (712) 566-2041.

• **VA 305**—Reunion July 1985. Contact Lt. B.E. Rainey, Attack Squadron 305, NAS Point Mugu, Calif. 93042-5019; telephone (805) 982-8443.

• **USS Salisbury Sound (AV 13)**—Reunion July 1985, Reno, Nev. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 422-7369.

• **USS Converse (DD 509)**—Reunion July 3–7, 1985, Portland, Maine. Contact Andy Foscatto, 50 Nance Road, W. Orange, N.J. 07052; telephone (201) 731-8999.

• **USS Conner (DD 582)**—Reunion July 3–8, 1985, San Diego. Contact Lawrence G. Sheppard, 9754 52nd Ave. North, St. Petersburg, Fla. 33708.

• **USS Maryland (BB 46)**—Reunion July

9–14, 1985, New Orleans. Contact Larry Varnell, 4829 Argonne St., Metairie, La. 70001; telephone (504) 885-5334.

• **USS Dashiell (DD 659)**—Reunion July 12–14, 1985, Cranford, N.J. Contact W. Clark, P.O. Box 451, Cranford, N.J.; telephone (210) 272-3438.

• **USS McGowan (DD 678), USS McDermut (DD 677)**—Reunion July 12–13, 1985, Philadelphia. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **USS Soley (DD 707)**—Reunion July 12–14, 1985. Contact Jim Treaster, 4313 S. Union, Independence, Mo. 64055; telephone (816) 373-8233.

• **USS Nevada (BB 36)**—Reunion July 17–21, 1985, Carson City, Nev. Contact Roy Johnson, 3826 Knoxville Ave., Long Beach, Calif. 90808; telephone (213) 429-5392.

• **USS Eberle (DD 430)**—Reunion July 19–21, 1985, Williamsburg, Va. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield, N.J. 08344; telephone (609) 697-1587.

• **UDT/SEAL**—Reunion July 19–21, 1985, USNAB Little Creek, Va. Contact Fraternal Order of UDT/SEAL, P.O. Box 5365, Virginia Beach, Va. 23455.

• **115th Naval Construction Battalion Veterans, World War II**—Reunion July 25–28, 1985, Flint, Mich. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Calvert (APA 32)**—Reunion July 26–28, 1985, Denver. Contact Jim McFetridge, 2671 S. Yarrow, Lakewood, Colo. 80227; telephone (303) 985-1165.

• **VP/ML 7, VP 119**—Reunion July 26–27, 1985. Contact Bill Lally, 6160 Arlington Expressway, Jacksonville, Fla. 32211; telephone (904) 724-4420.

• **USS Enterprise (CV 6) Marine Det.**—Reunion July 21–24, 1985, Seattle. Contact Louis Michot, P.O. Box 52169, Lafayette, La. 70705.

• **USS Enterprise (CV 6)**—Reunion July 25–28, 1985, Eugene, Ore. Contact James Barnhill, 6633 Briley Dr., Fort Worth, Texas 76118.

• **USS Manchester (CL 83)**—Reunion Aug. 1–4, 1985, Manchester, N.H. Contact Frank E. Helfenberger, 12012 Meridian Ave. N., Seattle, Wash. 98133; telephone (206) 365-7455.

• **Guadalcanal Campaign Veterans**—Reunion Aug. 1–4, 1985, Colorado Springs, Colo. Contact Ted Blahnik, P.O. Box 181, Coloma, Mich. 49038-0181; telephone (616) 468-5938.

• **Navy Band #13**—Reunion Aug. 1–6, 1985, Hammondsport, N.Y. Contact Dale Phillips, 3993 Chesapeake Dr., Edgewater, Md. 21037; telephone (301) 798-0681.

• **USS Baltimore (CA 68)**—Reunion Aug. 2–4, 1985, Baltimore. Contact Earl A. Harding, 187 Clever Road, McKees Rocks, Pa. 15136; telephone (412) 787-1119.

• **USS Salt Lake City (CA 25)**—Reunion Aug. 2–6, 1985, San Diego. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **USS Medusa (AR 1)**—Reunion Aug. 4, 1985, San Diego. Contact Charles W. Mantz, 486 Welton St., Chula Vista, Calif. 92011; telephone (619) 420-9299.

• **USS Marsh (DE 699)**—Reunion Aug. 5–9, 1985, Orlando, Fla. Contact John F. Cullinan, 36235 N. Mill Court, Gurnee, Ill. 60031; telephone (312) 356-2637.

• **Destroyer Escort Sailors Association**—Convention Aug. 5–9, 1985, Orlando, Fla. Contact Jack Collins, P.O. Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

• **USS Callaway (APA 35)**—Reunion Aug. 6–8, 1985, Portland, Ore. Contact Wallace Shipp, 5319 Manning Place, N.W. Washington, D.C. 20016; telephone (202) 472-1948.

• **Aviation Boatswain's Mates**—Convention Aug. 6–10, 1985, San Diego. Contact ABCM Charles Wyatt, P.O. Box 228, Lakehurst, N.J. 08733; telephone (619) 748-5197.

• **USS Gainard (DD 706)**—Reunion Aug. 8–11, 1985, Norfolk, Va. Contact Cecil Kendrick, 720 Hemlock Crescent, Virginia Beach, Va. 23464; telephone (804) 495-1708.

• **USS Ranger (CV 4)**—Reunion Aug. 9–11, 1985, Wakefield, Mass. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 665-1329.

• **USS Topeka (CL 67)**—Reunion Aug. 9–11, 1985, Grand Rapids, Mich. Contact James W. Wilson, 1022 W. Abbott, Muncie, Ind. 47303; telephone (317) 288-3949.

• **WAVES/Women of the Navy**—Reunion Aug. 29–Sept. 14, 1985, Scotland. Contact Ann Collins, 3346 Runnymede Place N.W., Washington, D.C. 20015; telephone (202) 362-2315.

• **USS Clay (APA 39), USS Elizabeth C. Stanton (PA 69)**—Reunion Aug. 31–Sept. 1, 1985, Charleston, S.C. Contact John Brass, 403 E. 330, Willowick, Ohio 44094; telephone (216) 943-2079.

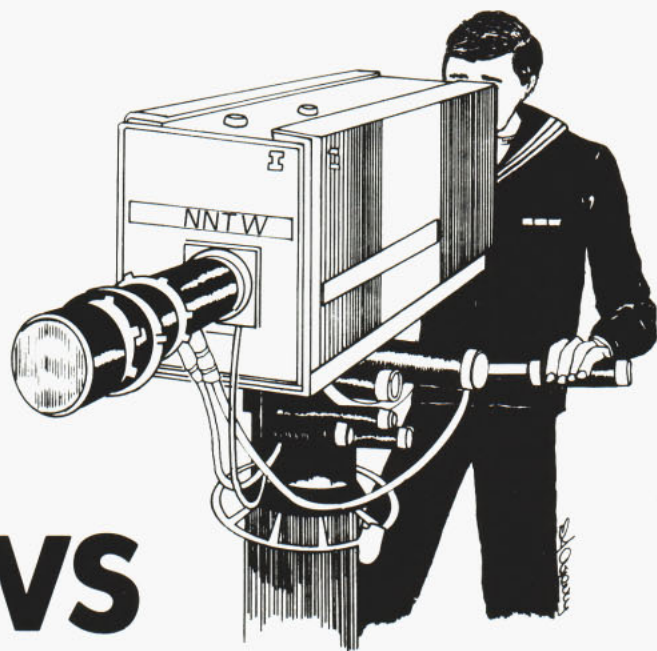
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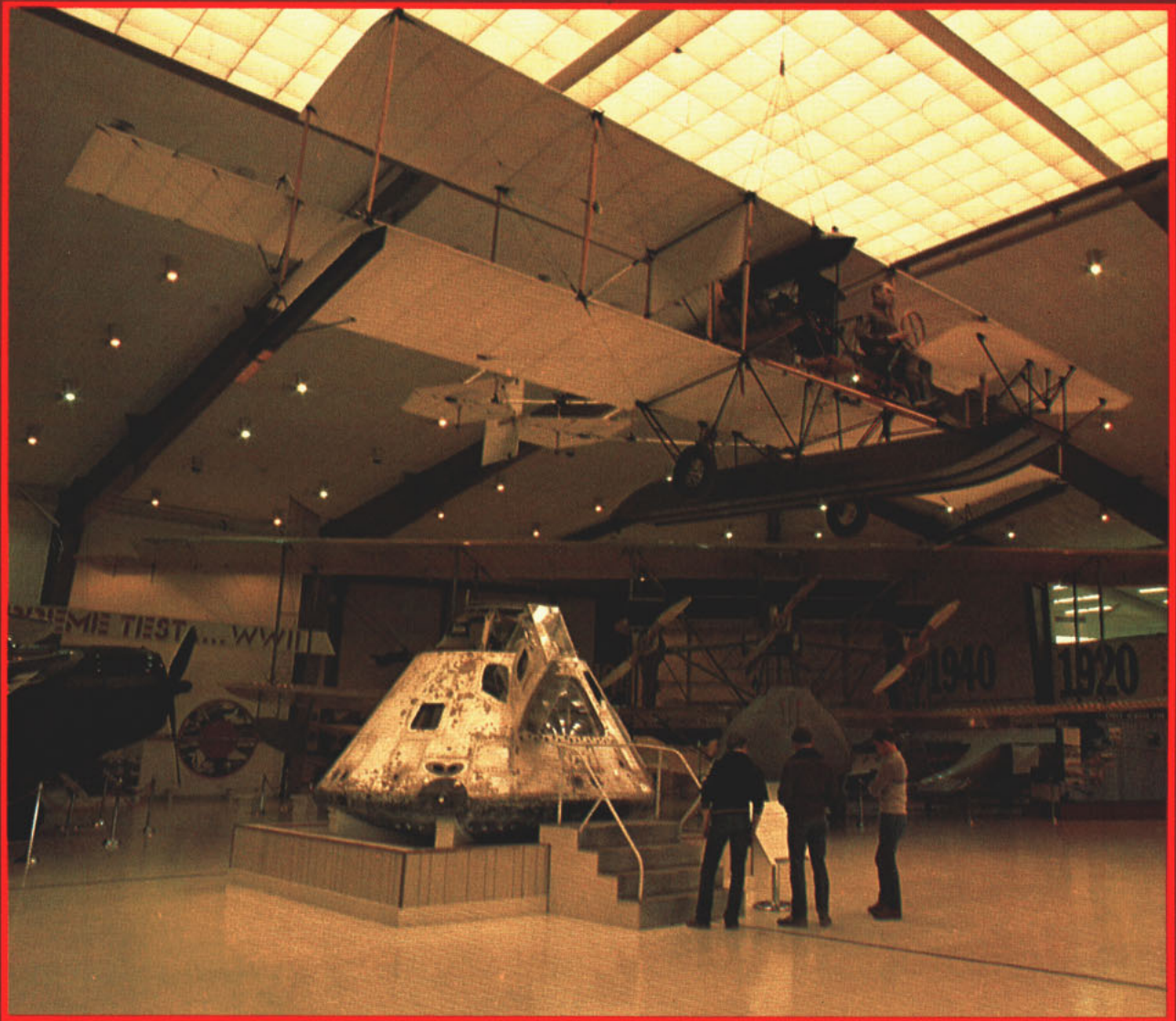
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